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(12) **United States Patent**
Gratzer

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(54) **SPLIT BLENDED WINGLET**

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(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 131 days.

This patent is subject to a terminal disclaimer.

(21) Appl. No.: **15/090,541**

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(65) **Prior Publication Data**

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Related U.S. Application Data

(63) Continuation of application No. 14/452,424, filed on Aug. 5, 2014, now Pat. No. 9,302,766, which is a (Continued)

(51) **Int. Cl.**
B64C 23/06 (2006.01)

(52) **U.S. Cl.**
CPC **B64C 23/065** (2013.01); **B64C 23/069** (2017.05); **Y02T 50/164** (2013.01)

(58) **Field of Classification Search**
CPC ... B64C 2700/6295; B64C 39/00; B64C 3/14; B64C 23/065; B64C 23/069;
(Continued)

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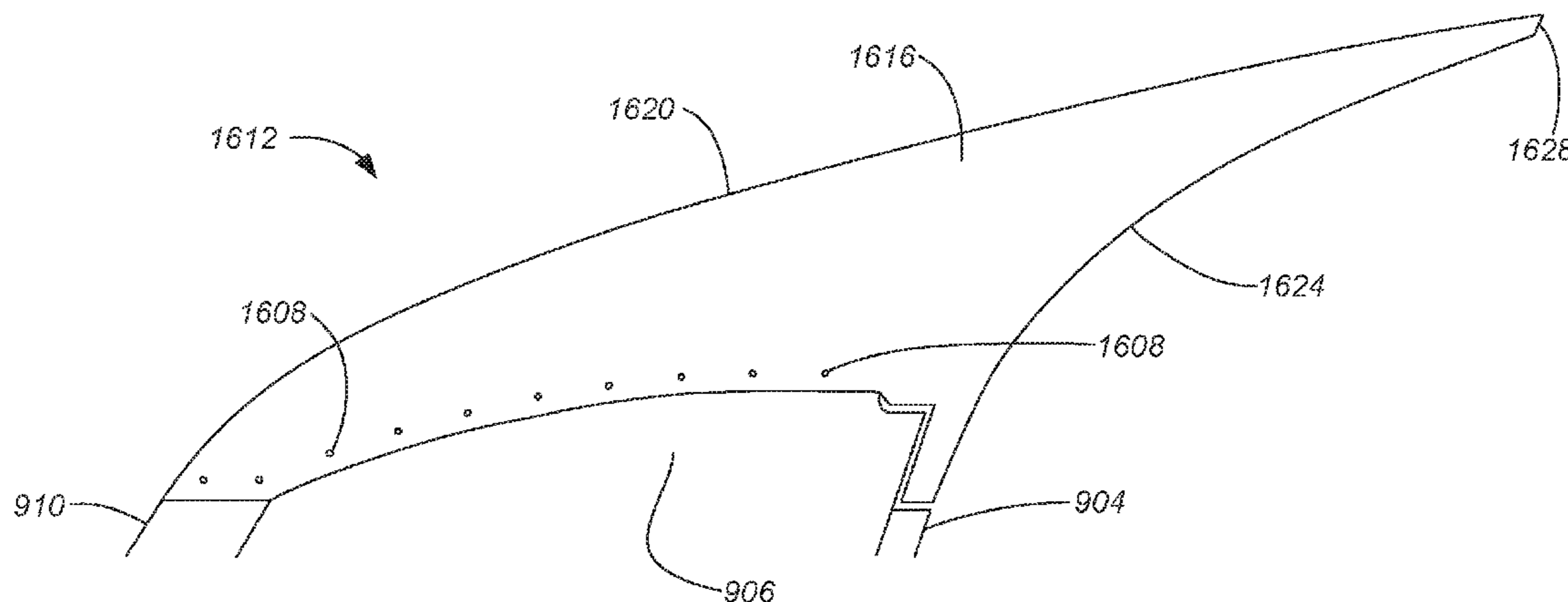
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(57) **ABSTRACT**

A split winglet configured for attachment to a wing tip of a wing. The split winglet may include an upper winglet extending from the wing tip above a chord plane of the wing and a ventral fin projecting below the chord plane. The upper winglet and the ventral fin may include tip configurations. At least one of the upper winglet tip configuration and the ventral fin tip configuration may be provided by a curved blade cap attached thereto. The curved blade cap may include a leading edge having a first curve with a first radius, and a trailing edge having a second curve with a second radius different from the first radius. The curved blade cap may also include a distal segment oblique to the first curve and the second curve.

19 Claims, 14 Drawing Sheets



Related U.S. Application Data

continuation-in-part of application No. 13/493,843, filed on Jun. 11, 2012, now Pat. No. 8,944,386, and a continuation-in-part of application No. 12/488,488, filed on Jun. 19, 2009, now Pat. No. 9,381,999.

(60) Provisional application No. 61/495,236, filed on Jun. 9, 2011, provisional application No. 61/074,395, filed on Jun. 20, 2008.

(58) **Field of Classification Search**
 CPC ... B64C 2700/6233; B64C 23/00; B64C 3/10; F04D 29/384; F04D 29/30; F04D 29/324; Y02T 50/166; Y02T 50/12; Y02T 50/164; Y02T 50/162; Y02T 50/44; Y02T 50/32
 See application file for complete search history.

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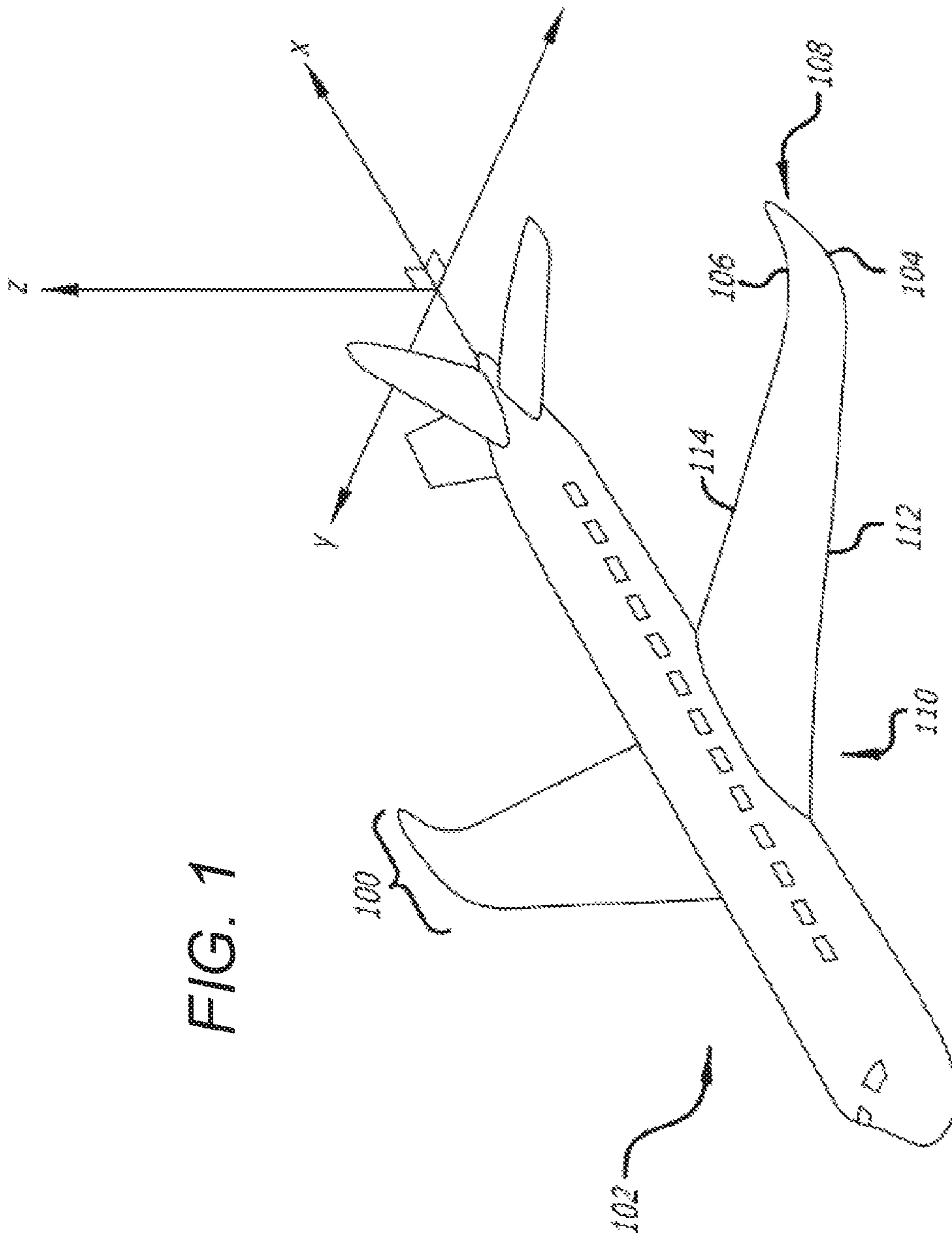
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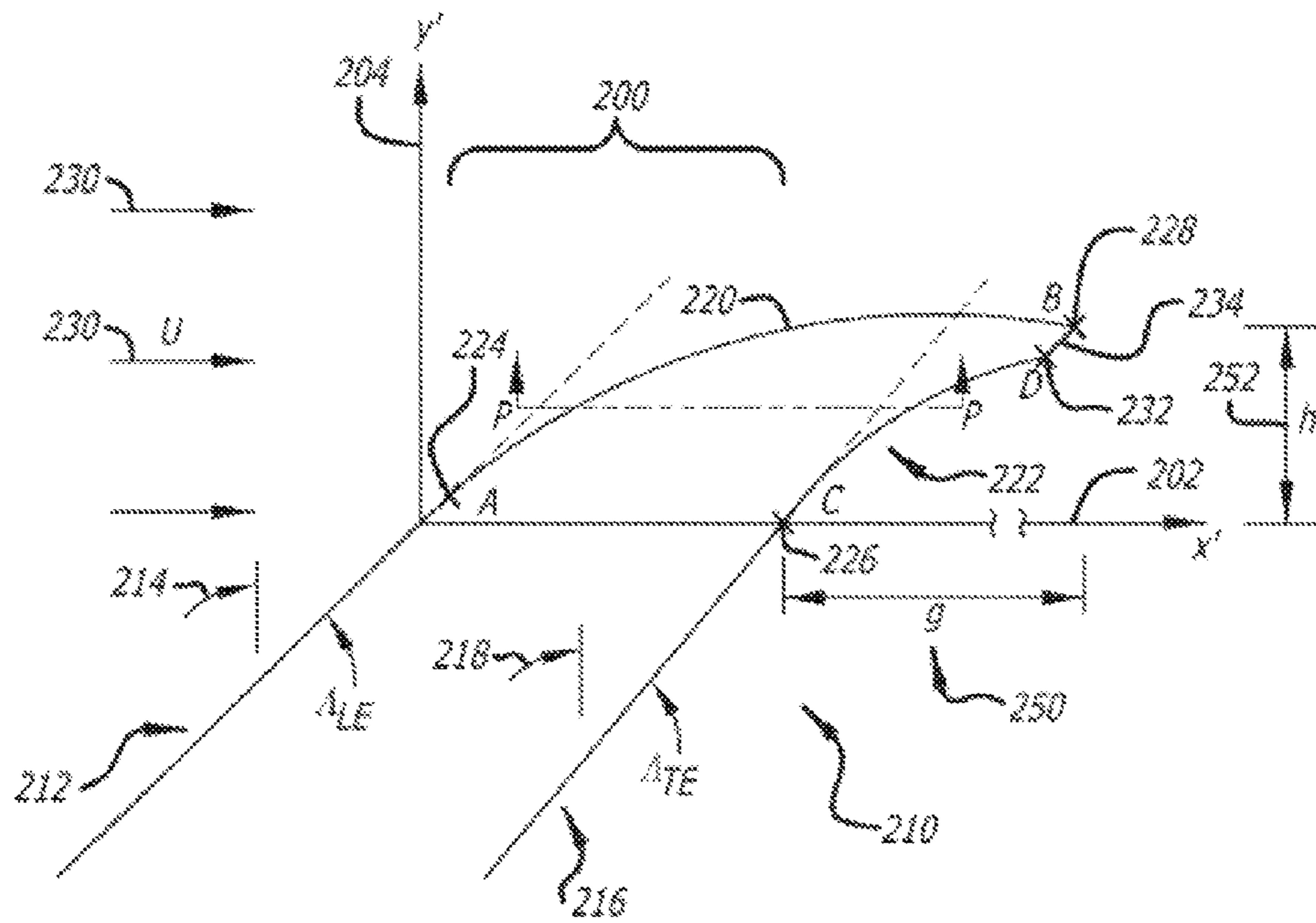


FIG. 2A

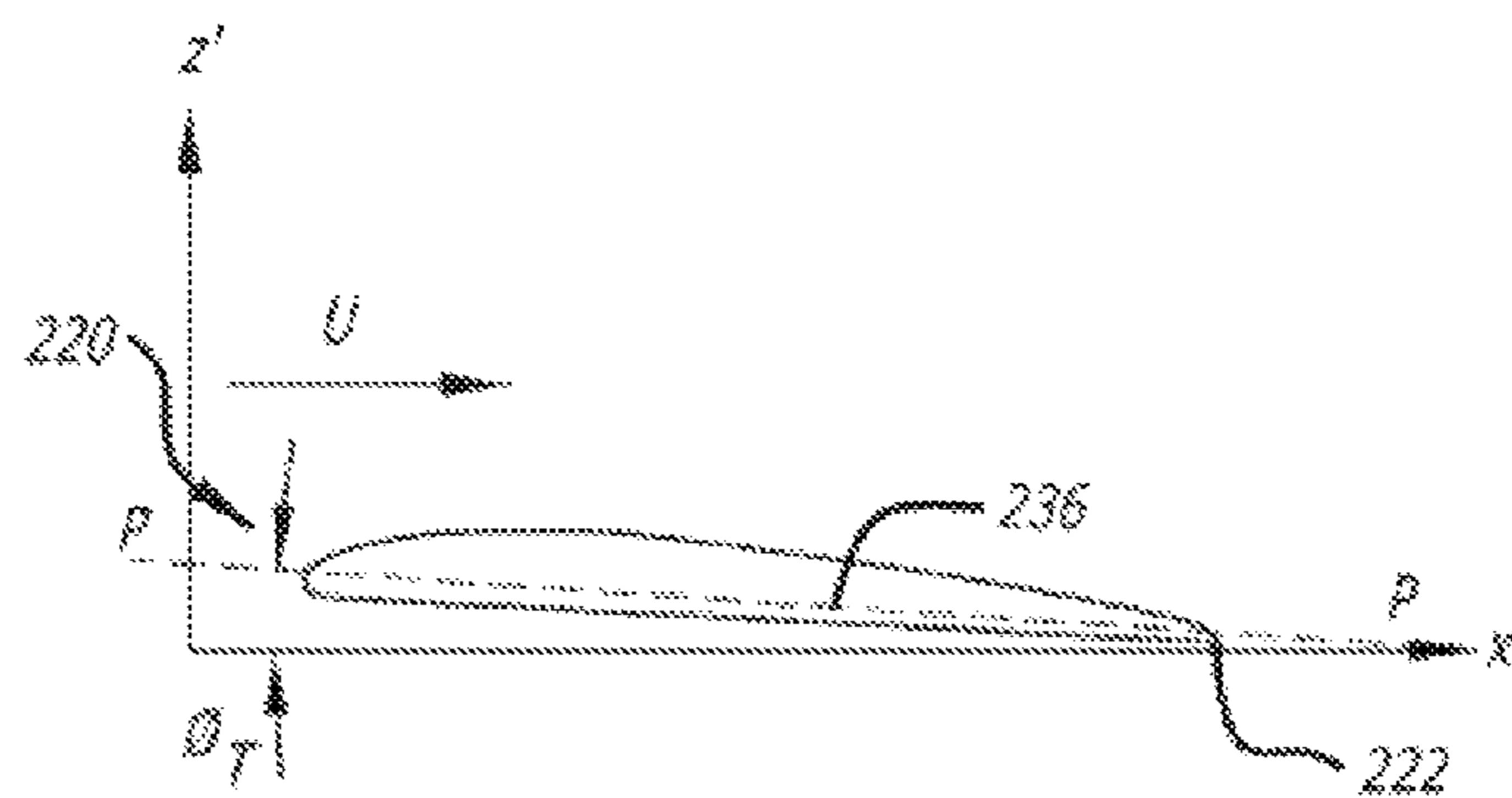


FIG. 2B

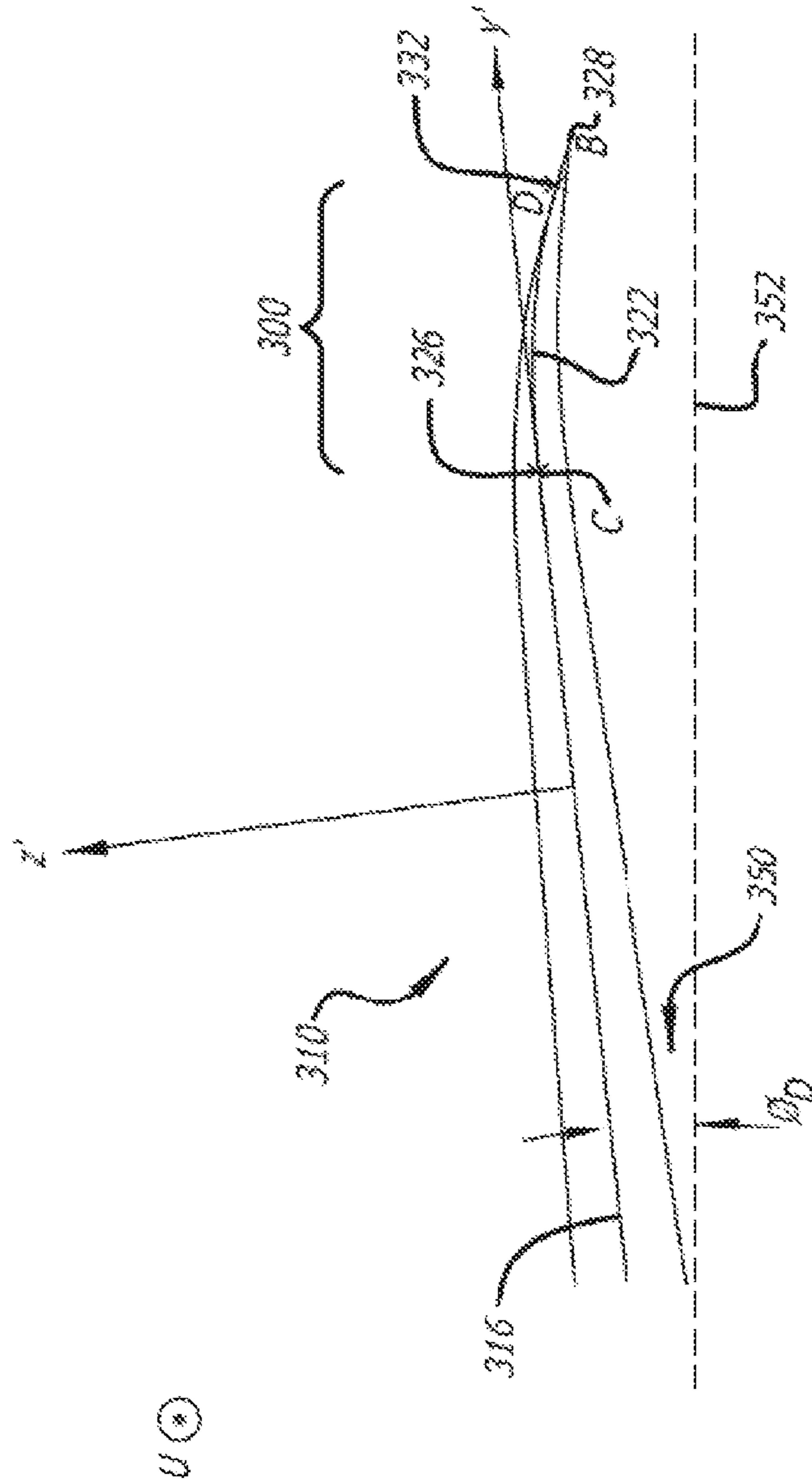


FIG. 3

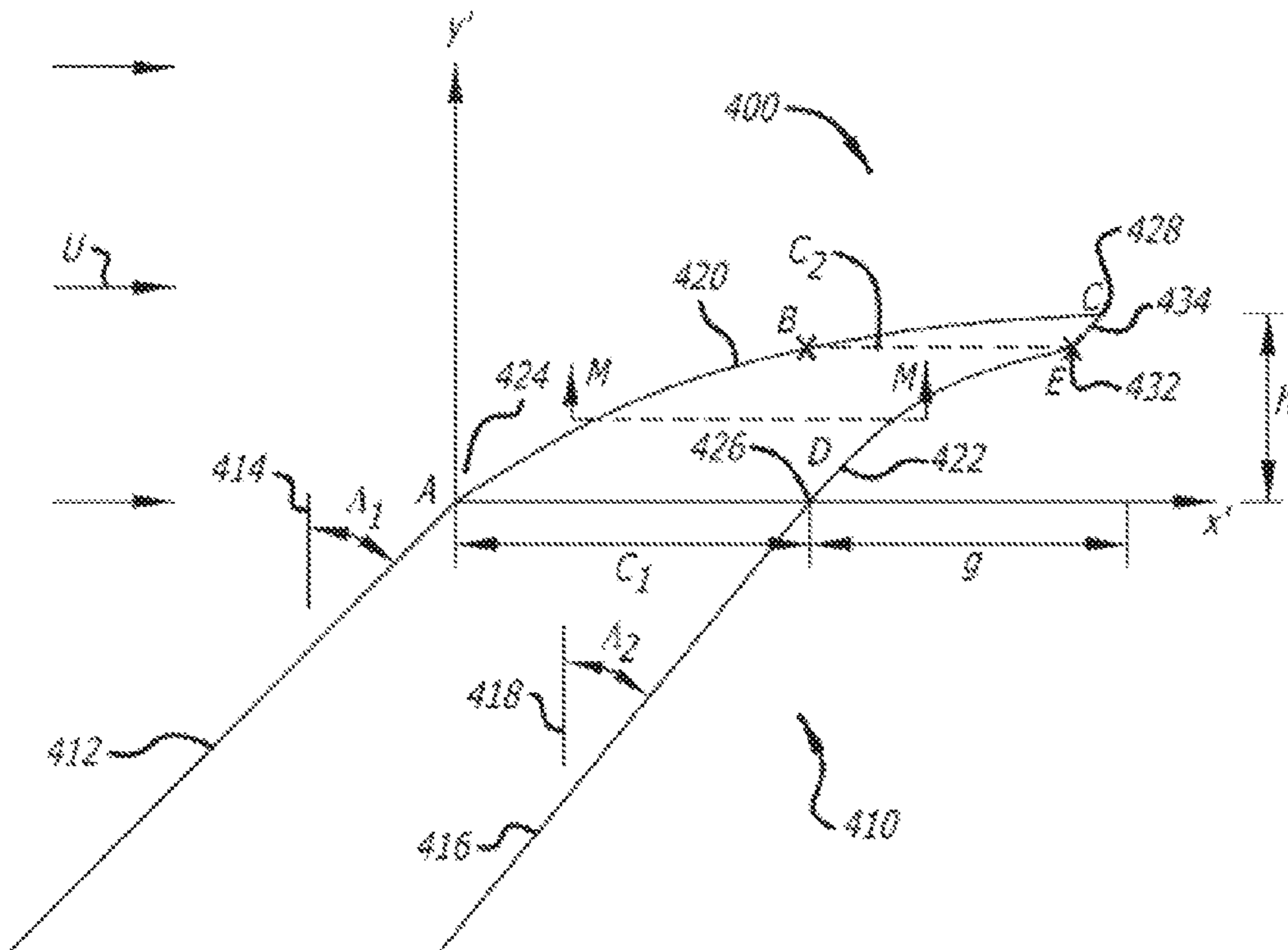


FIG. 4A

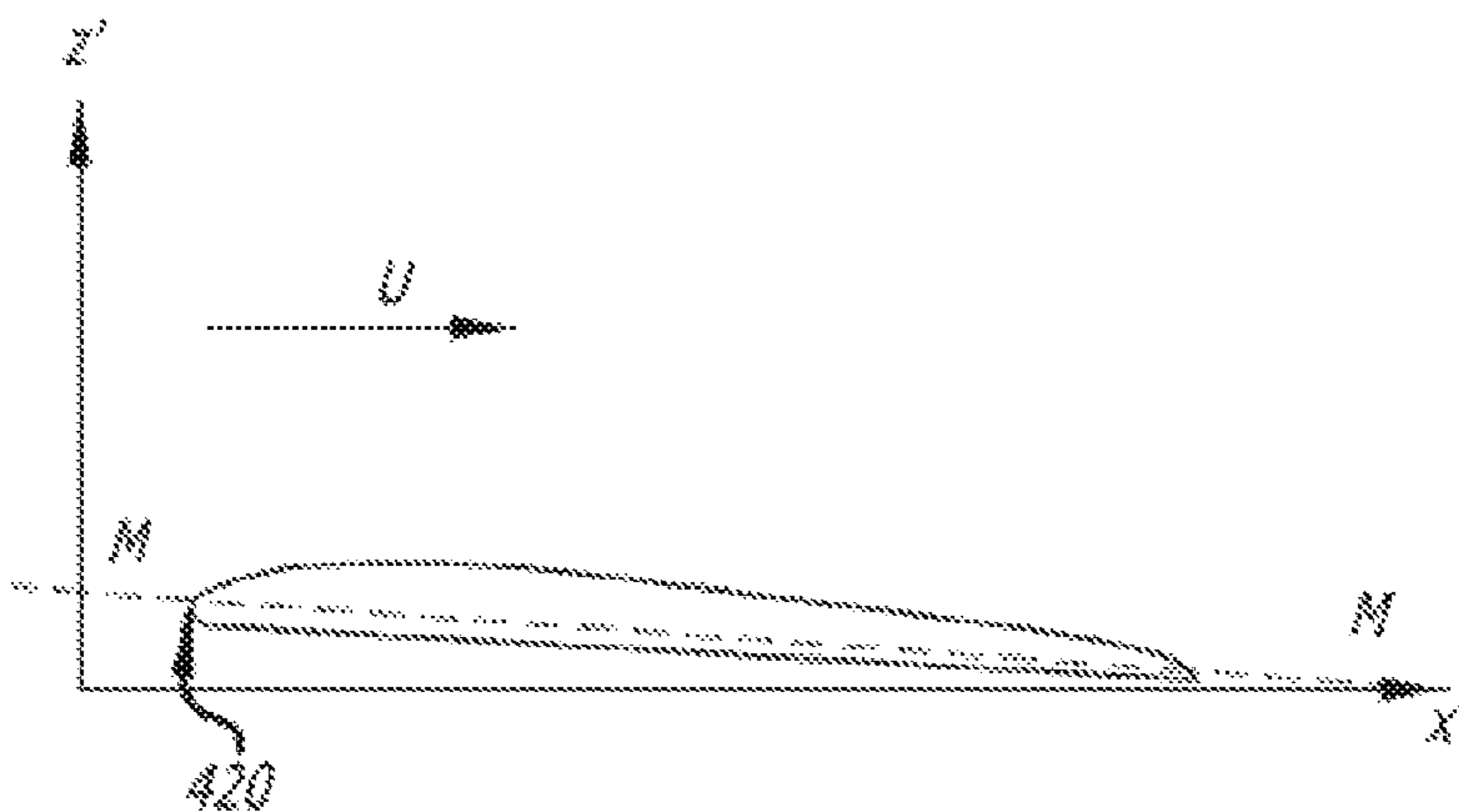
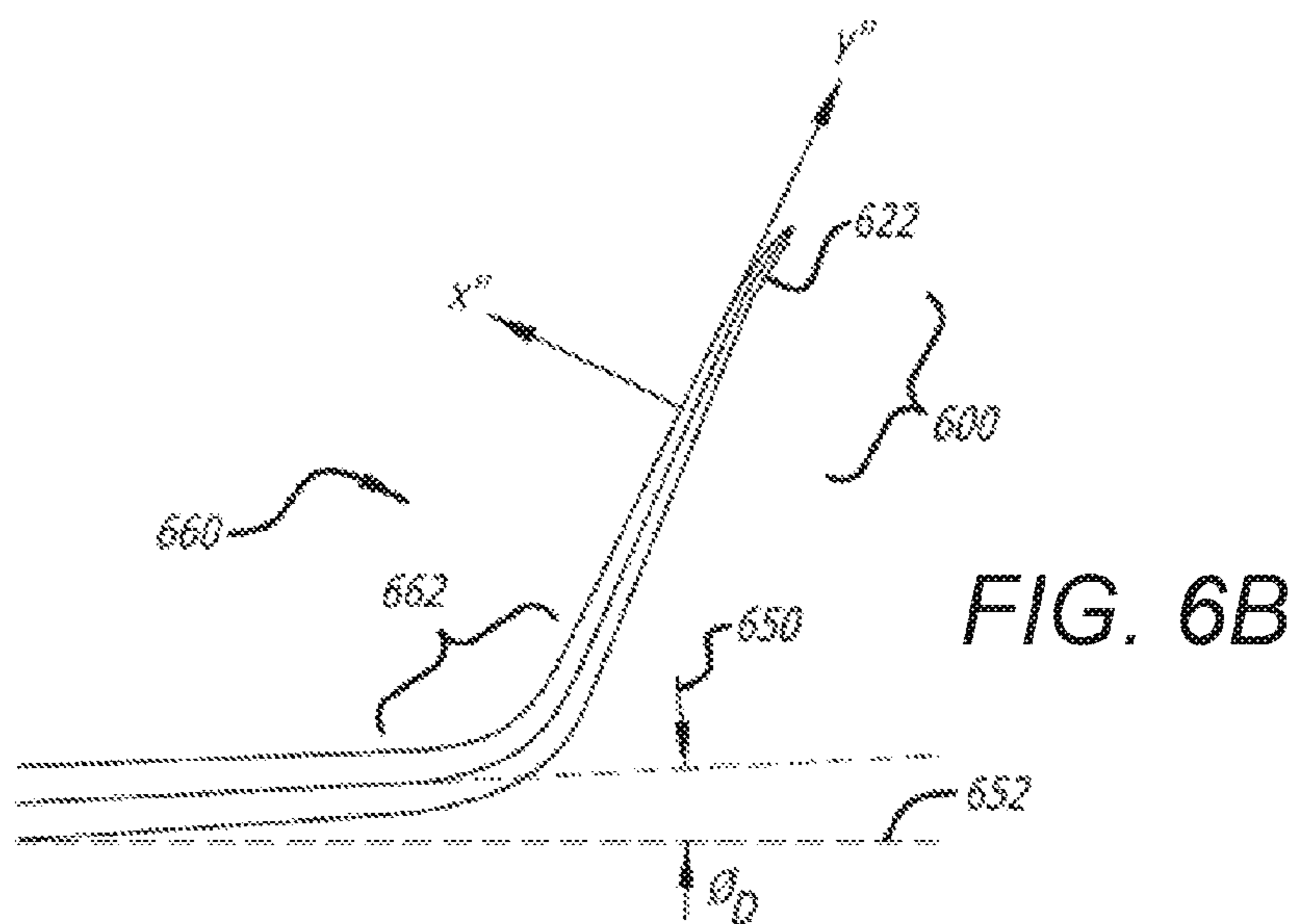
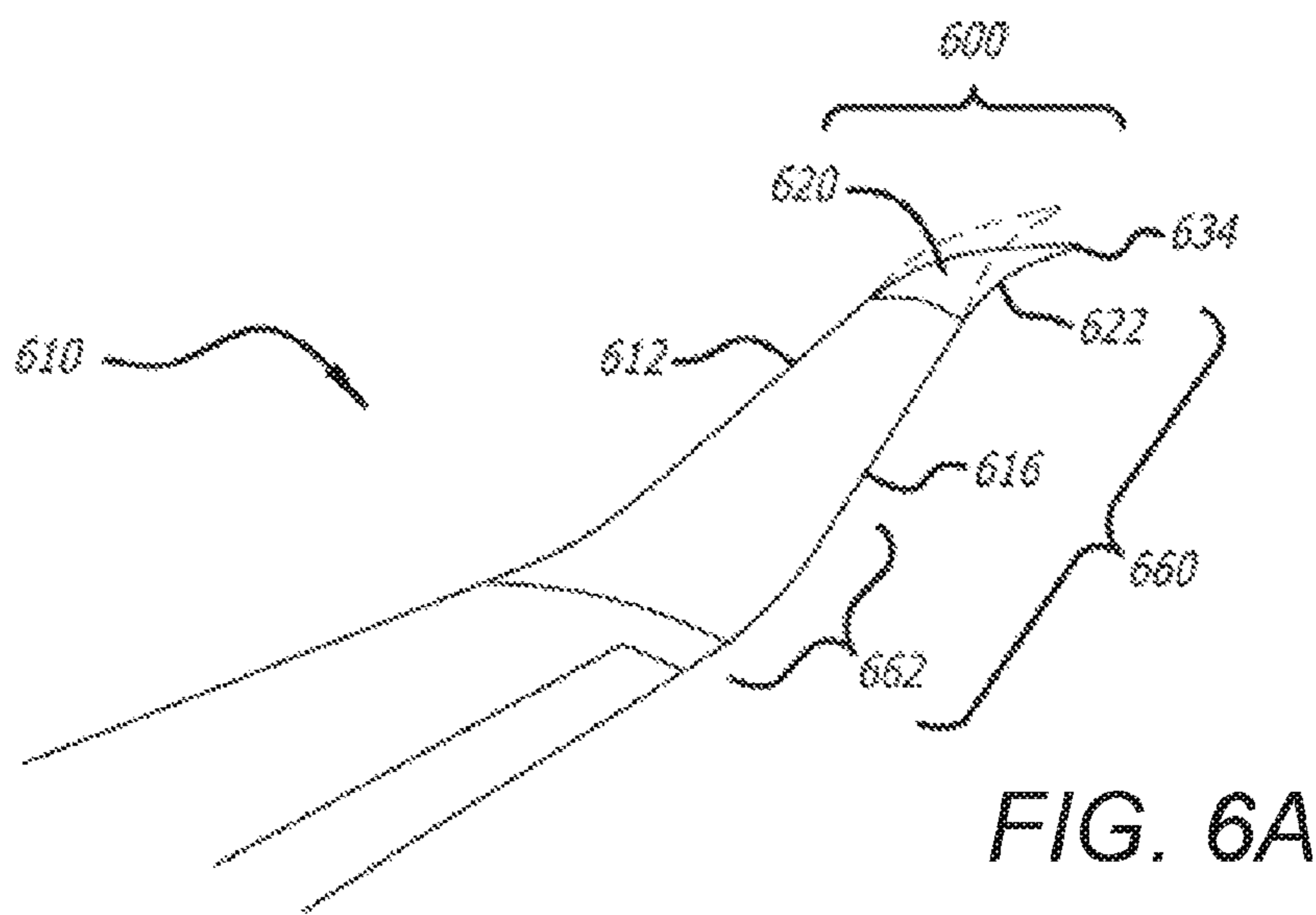
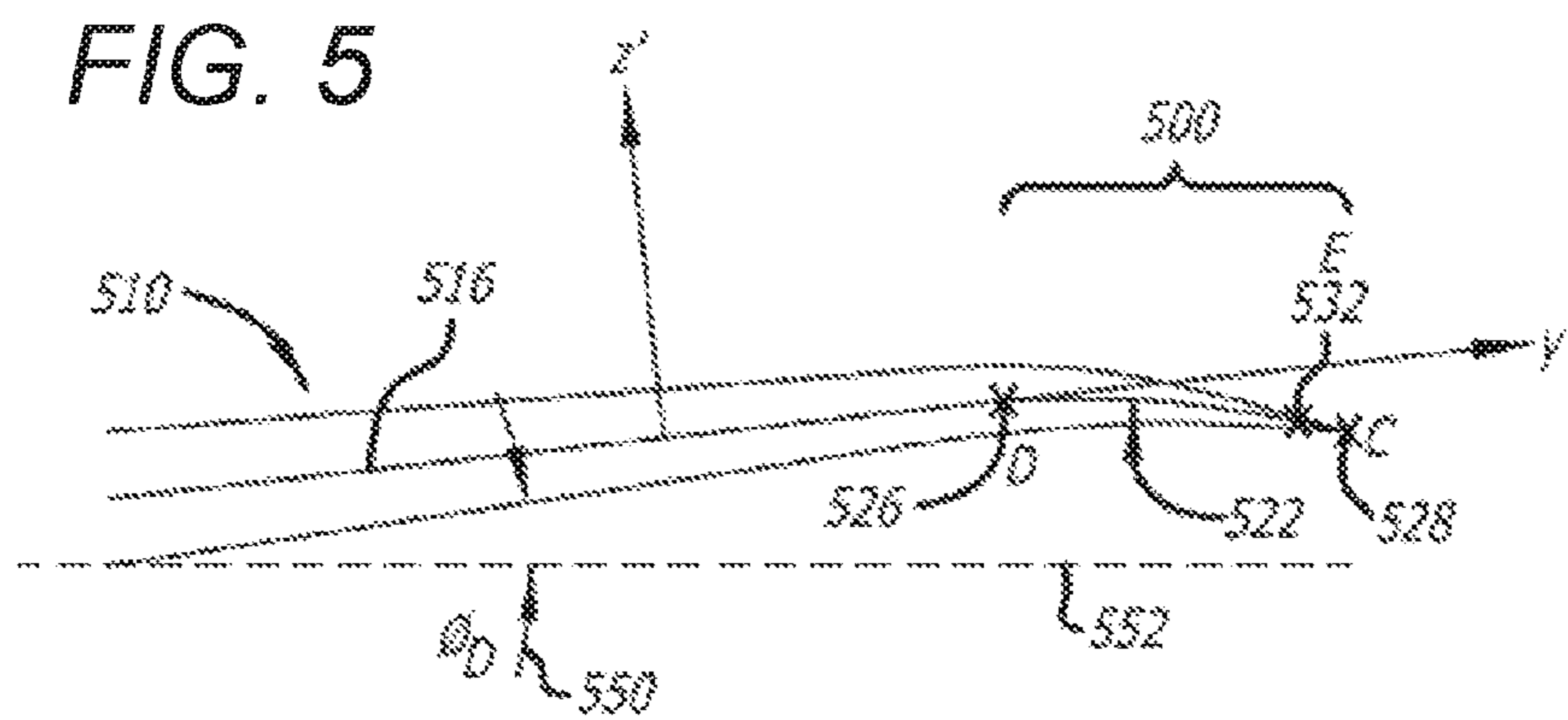


FIG. 4B



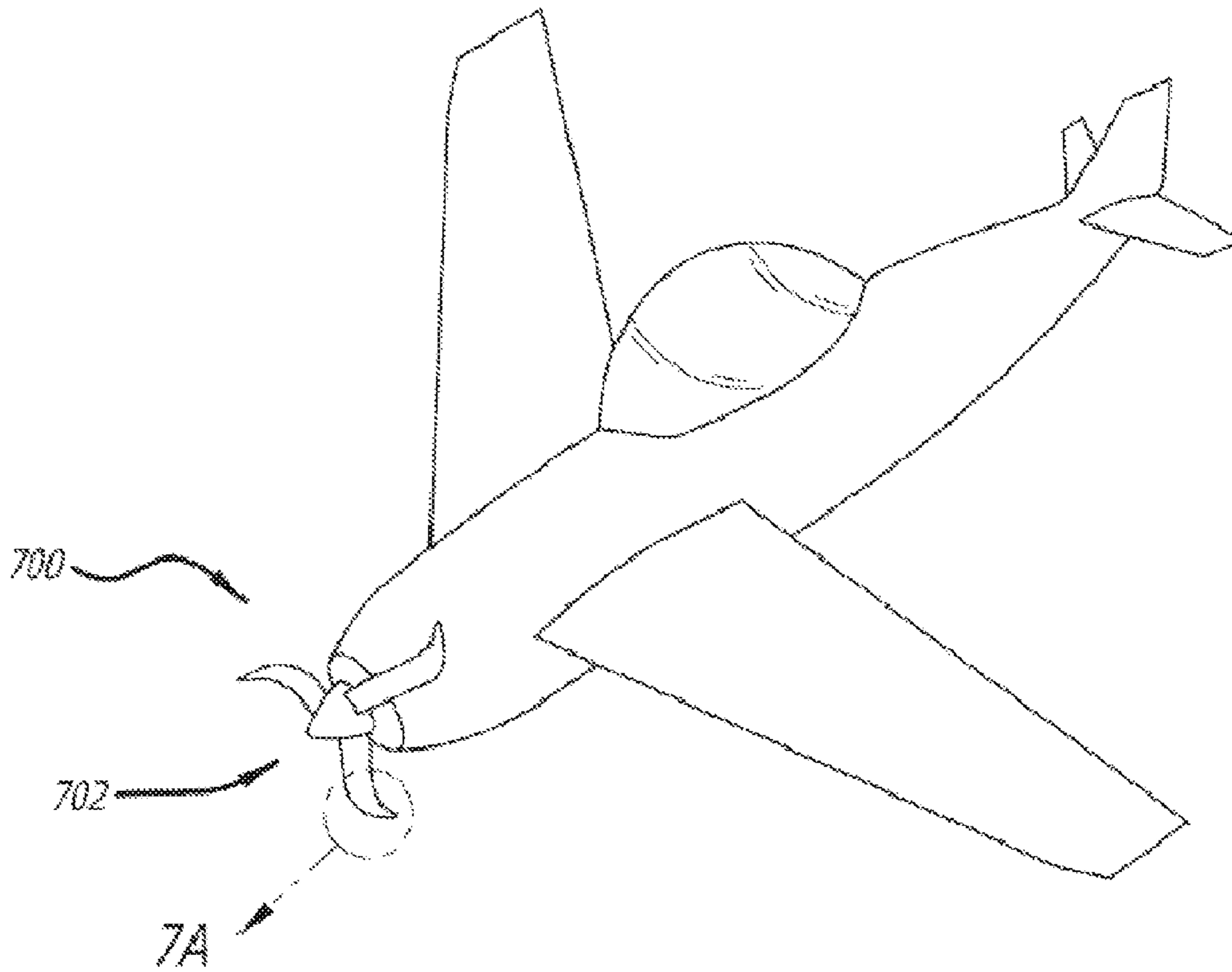


FIG. 7

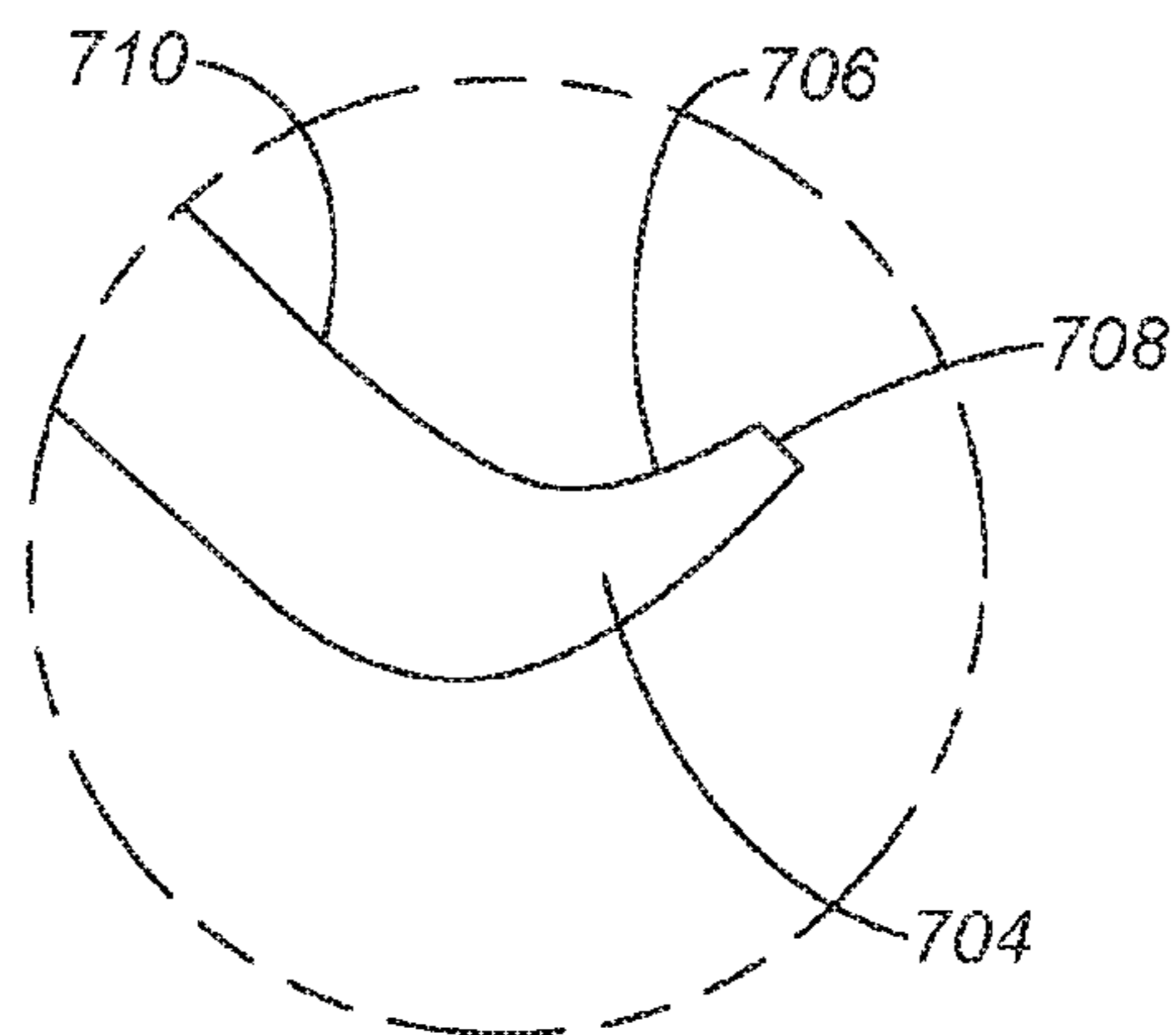


FIG. 7A

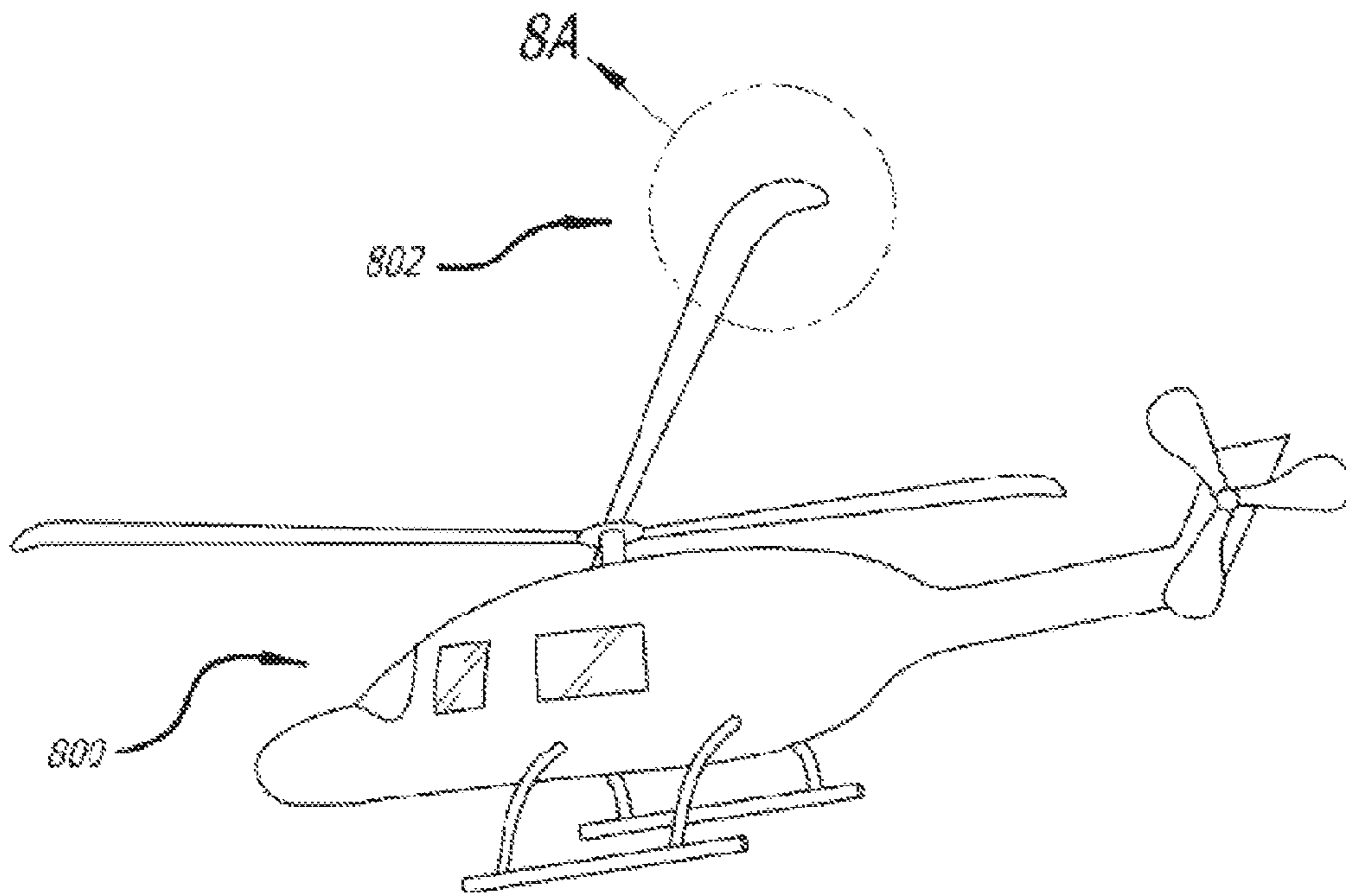


FIG. 8

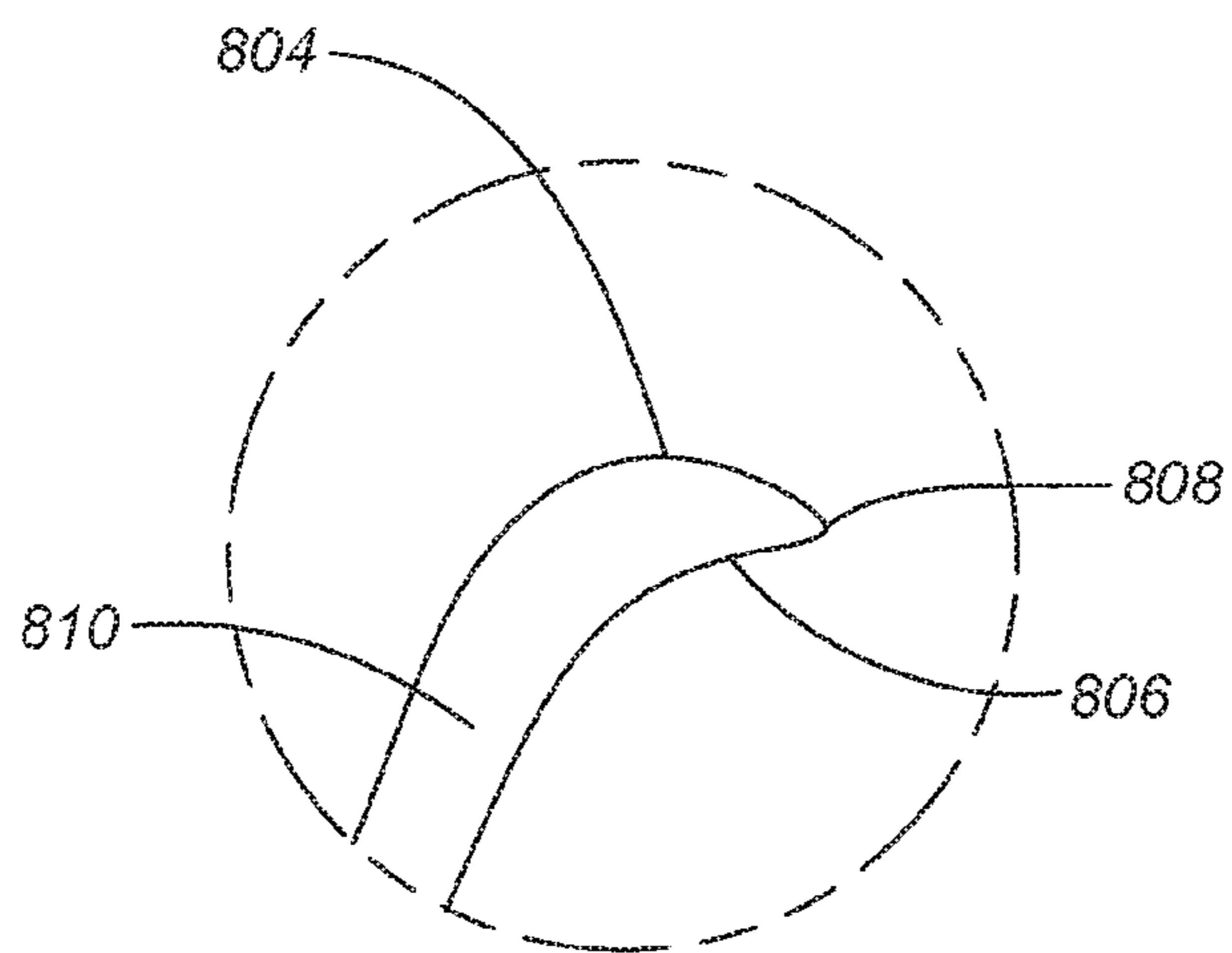


FIG. 8A

FIG. 9A

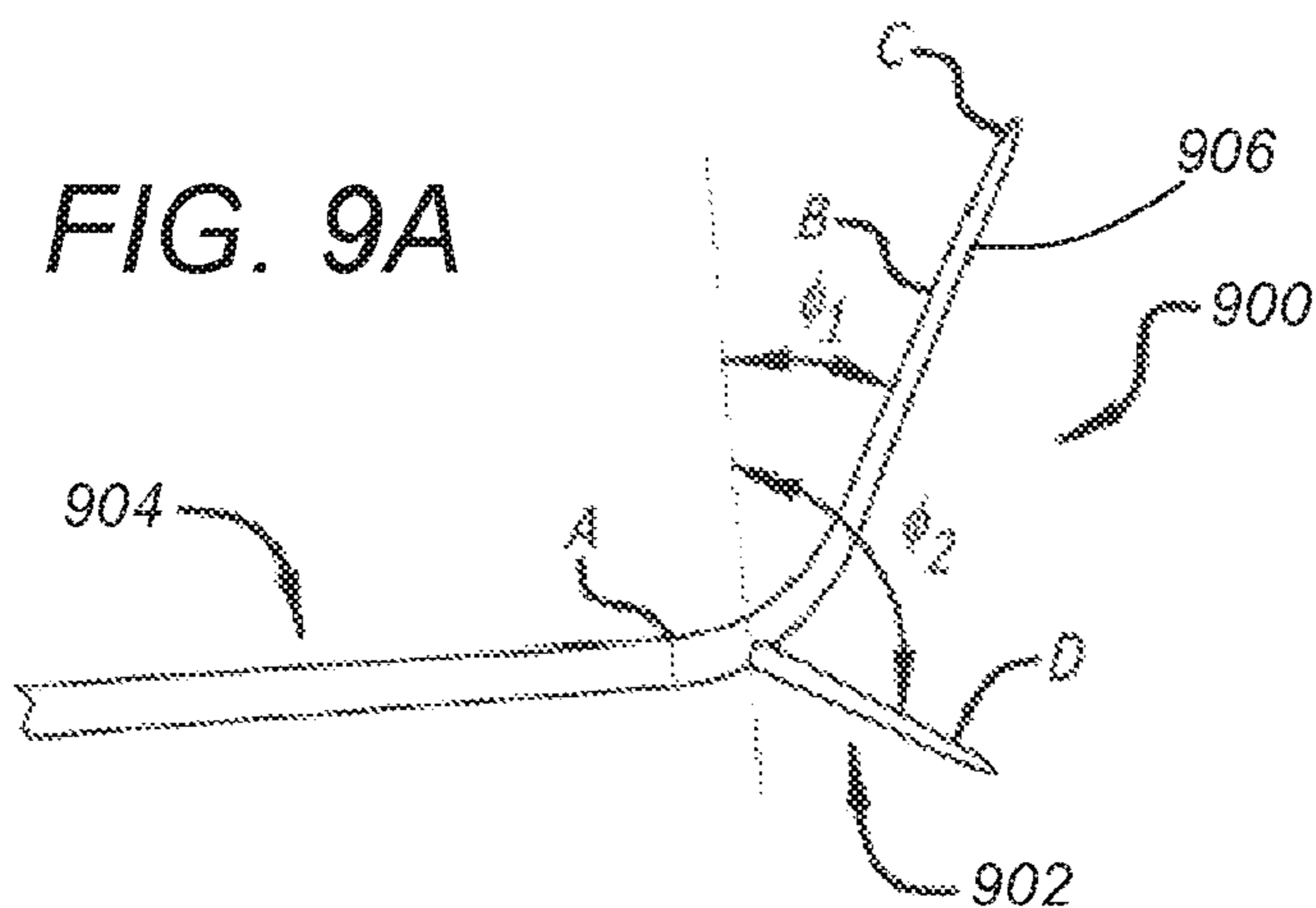


FIG. 9B

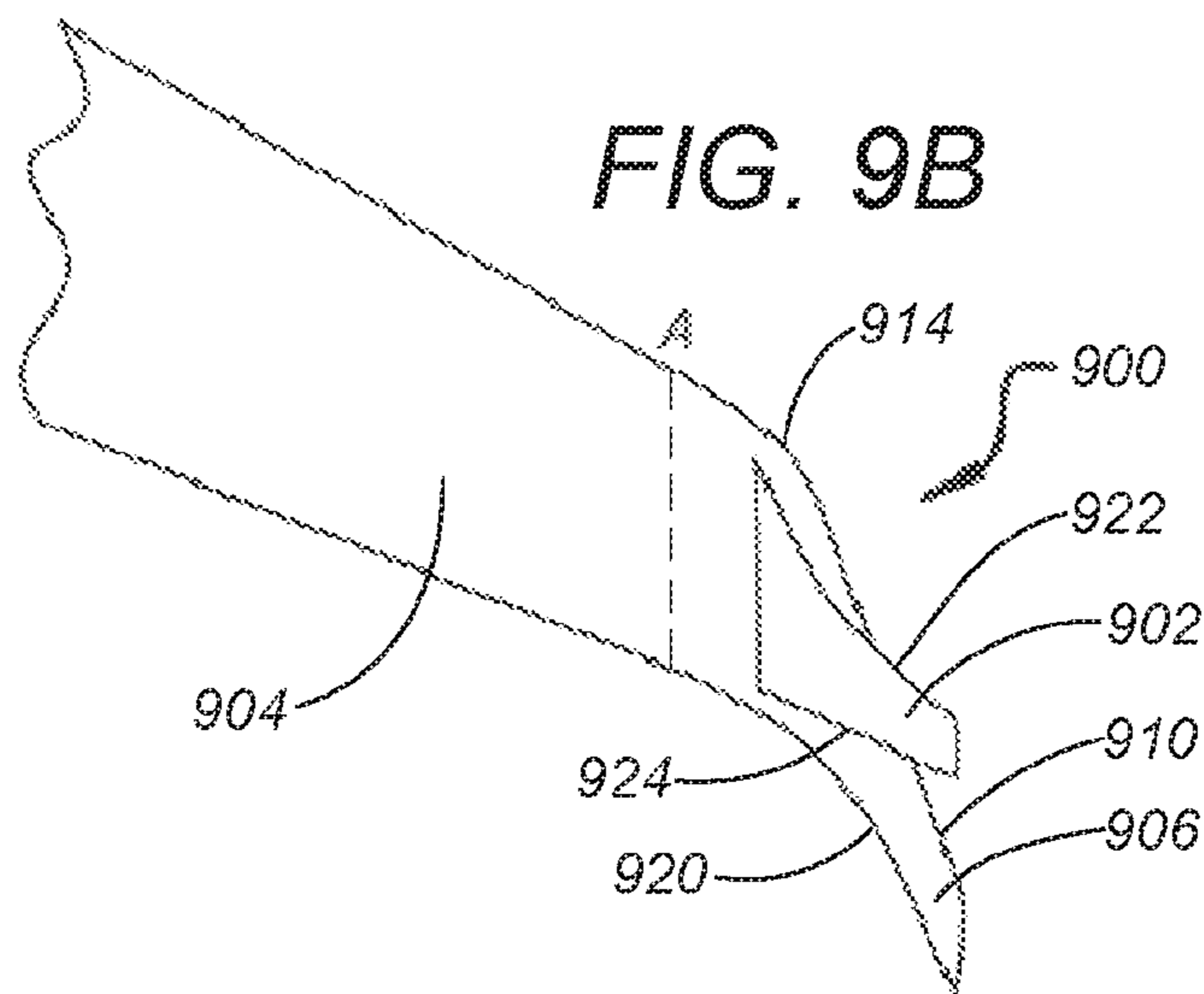
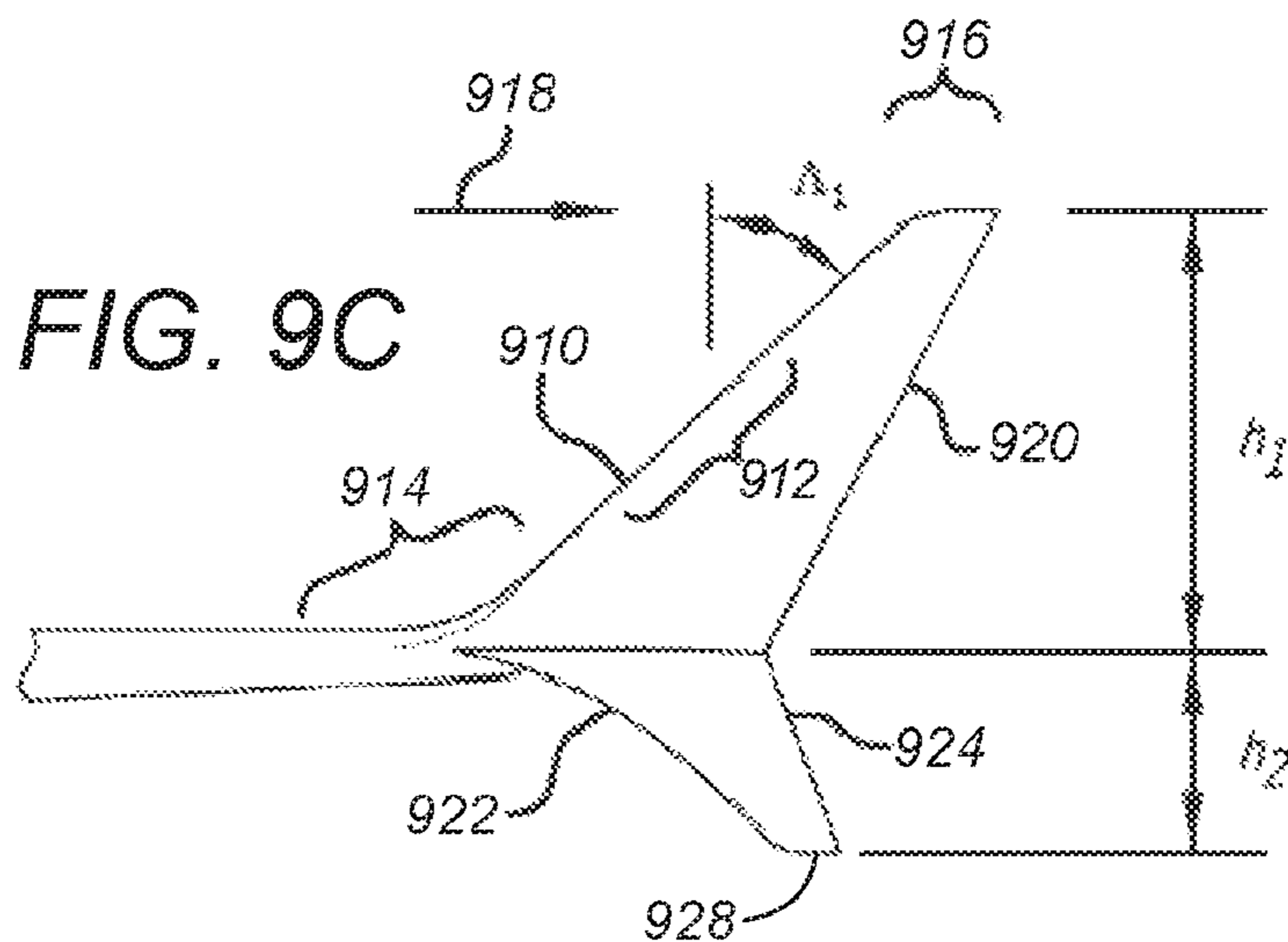


FIG. 9C



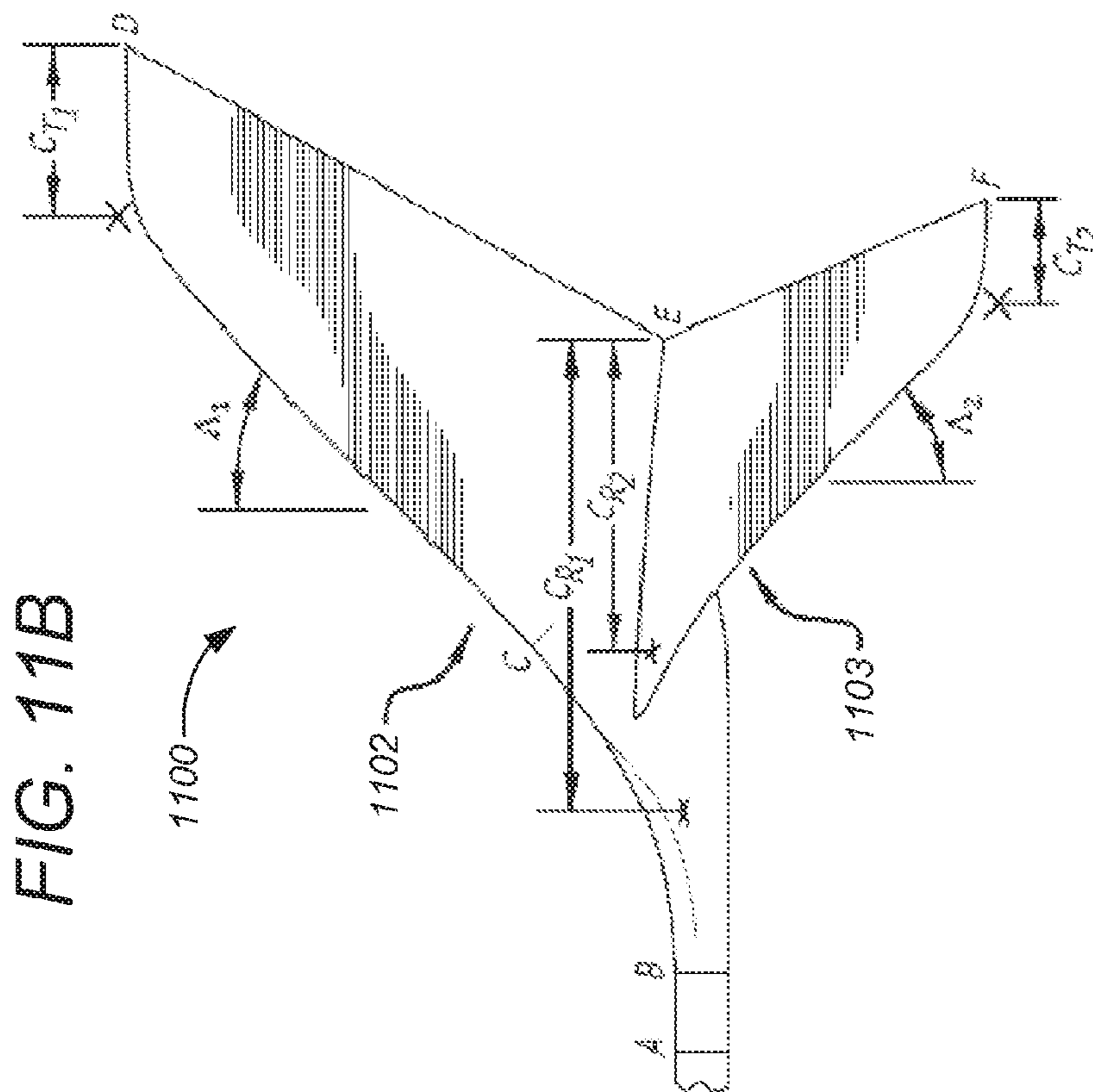


FIG. 11B

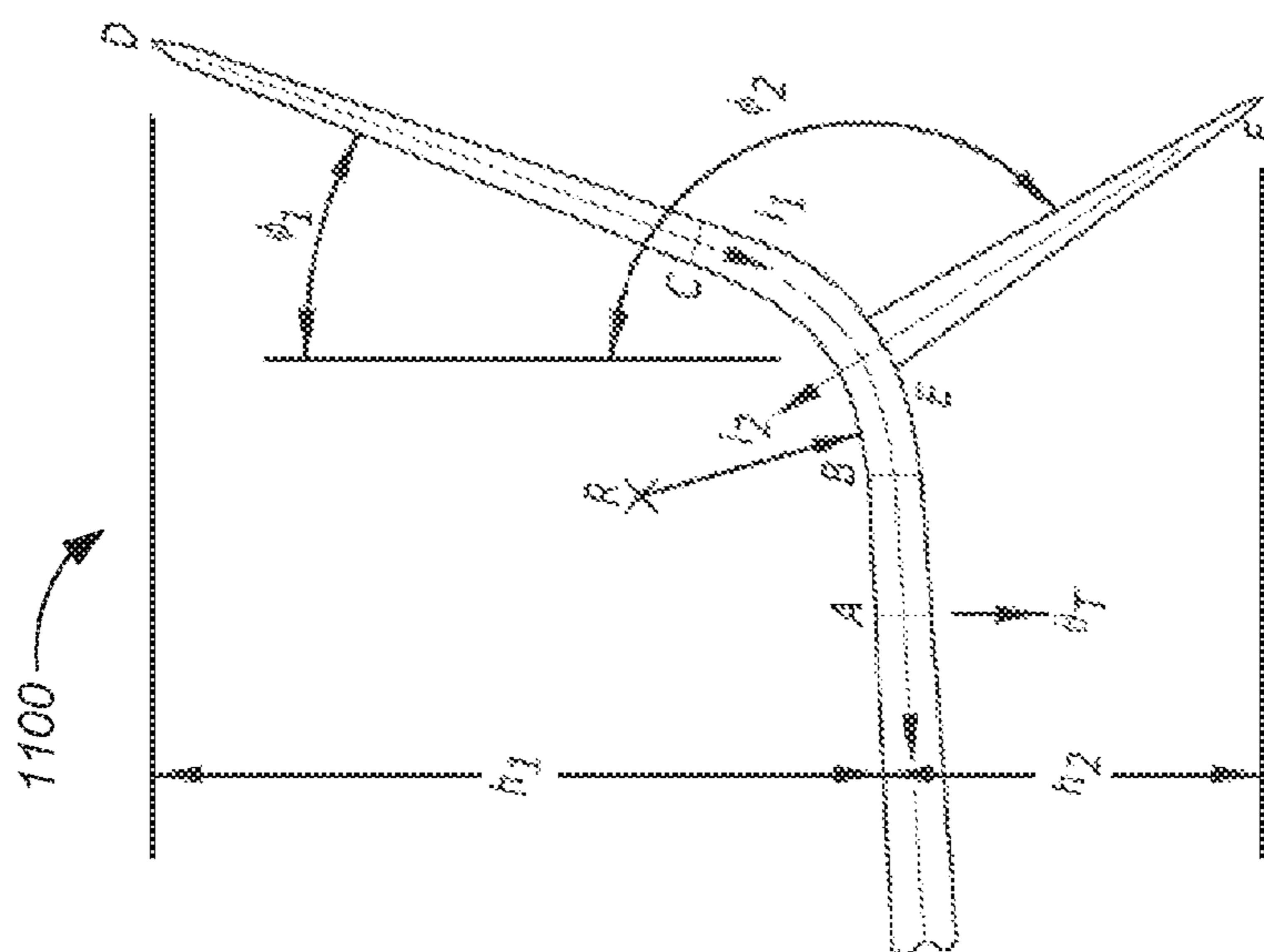


FIG. 11A

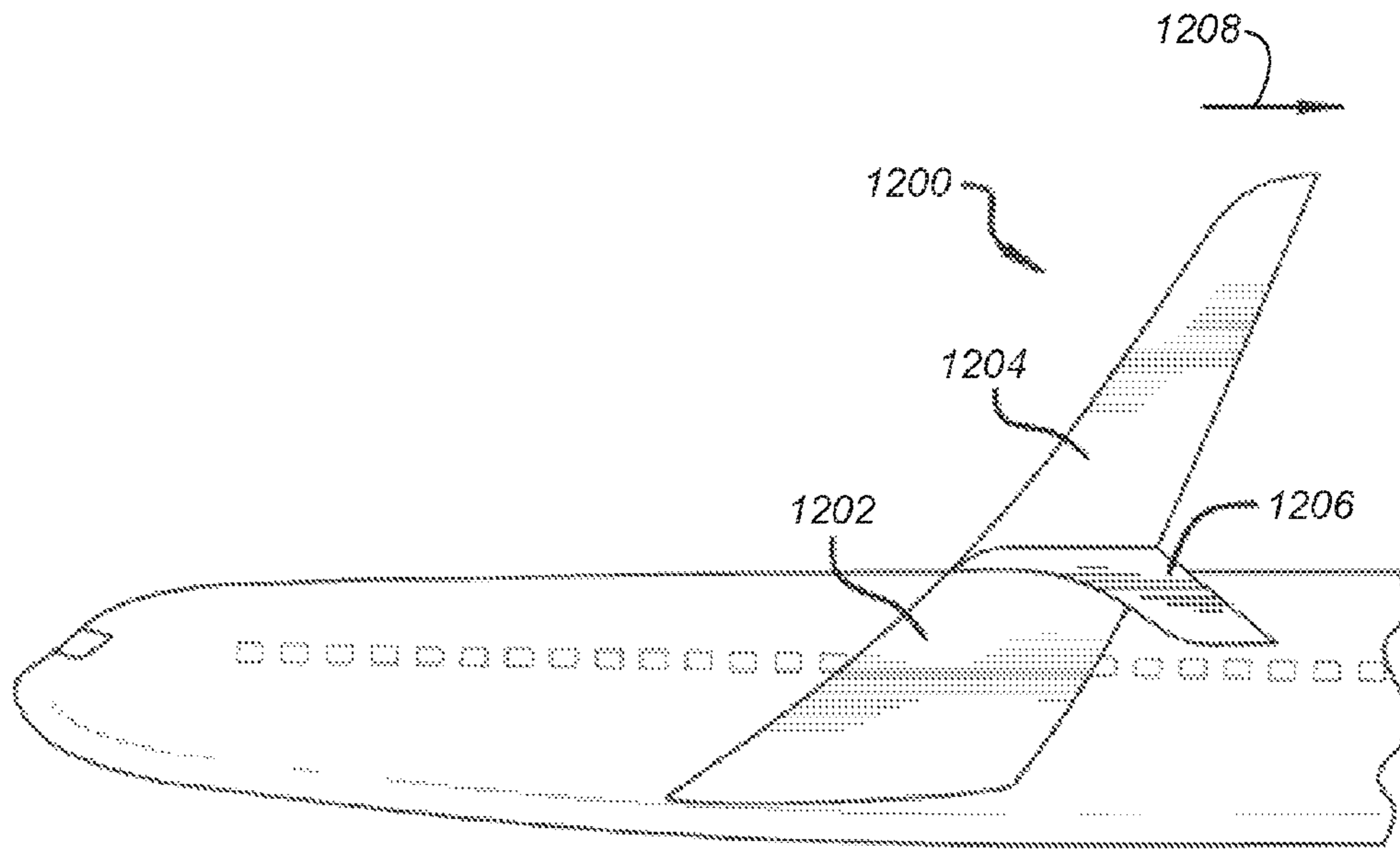


FIG. 12

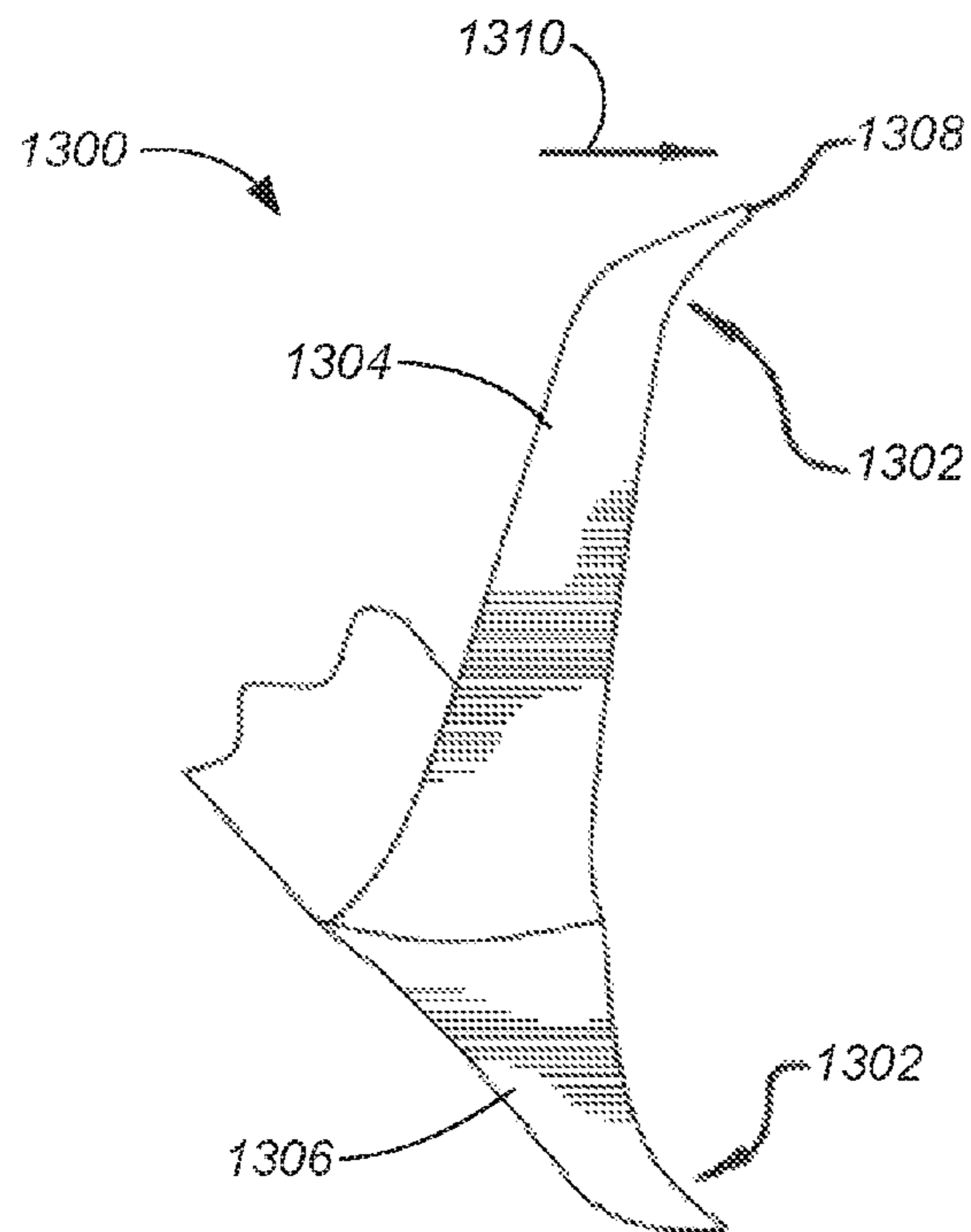


FIG. 13

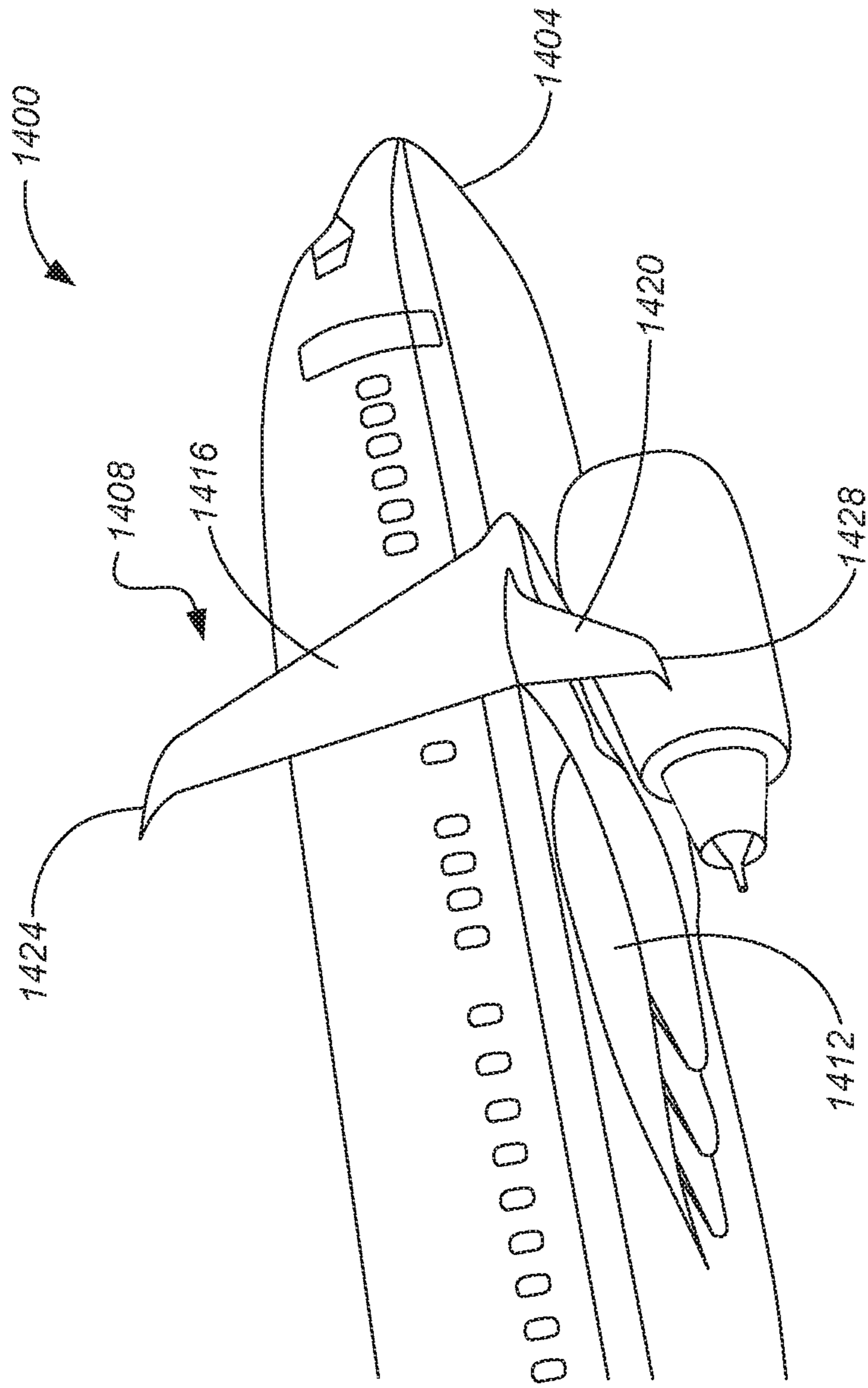


FIG. 14

FIG. 15A

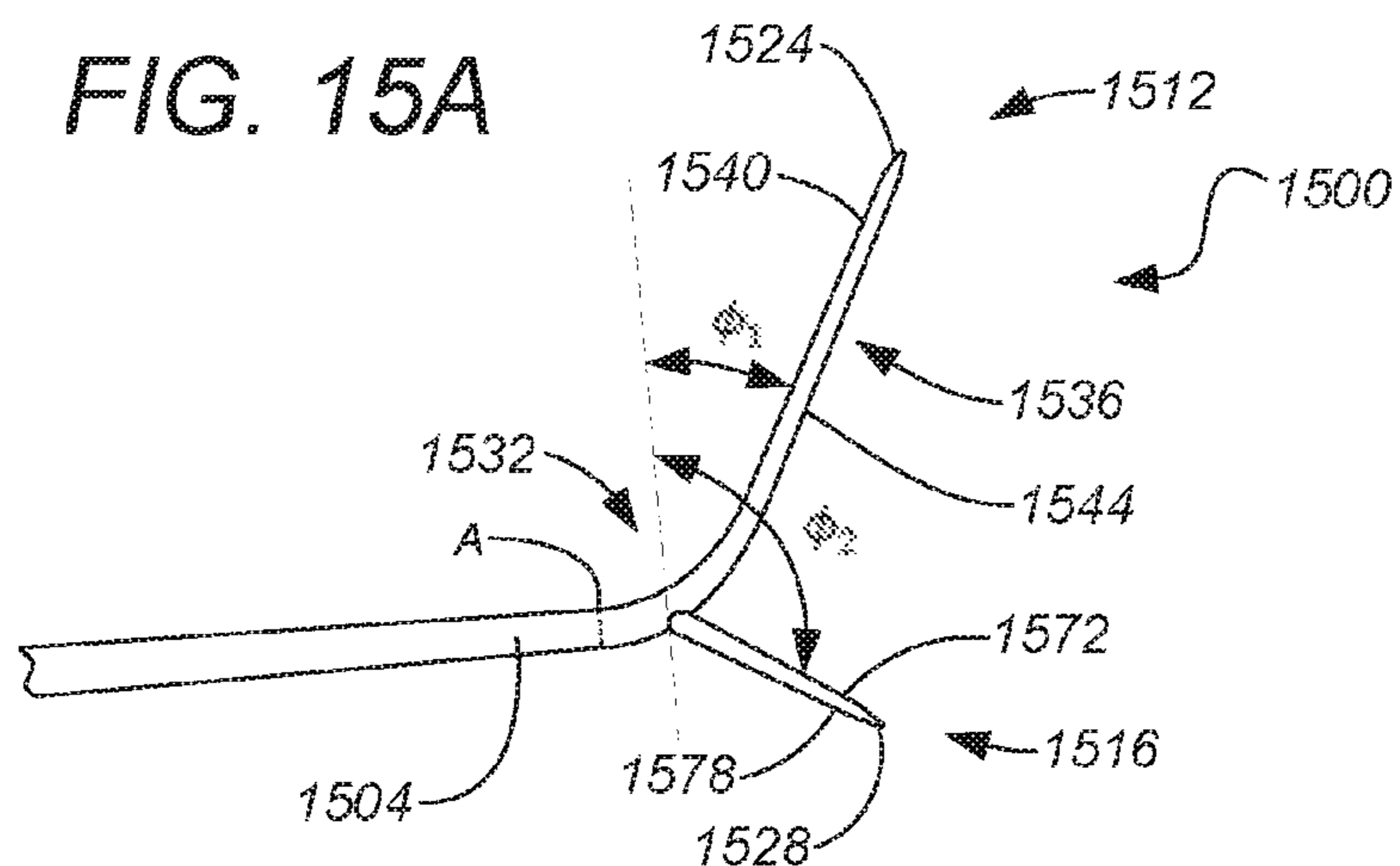


FIG. 15B

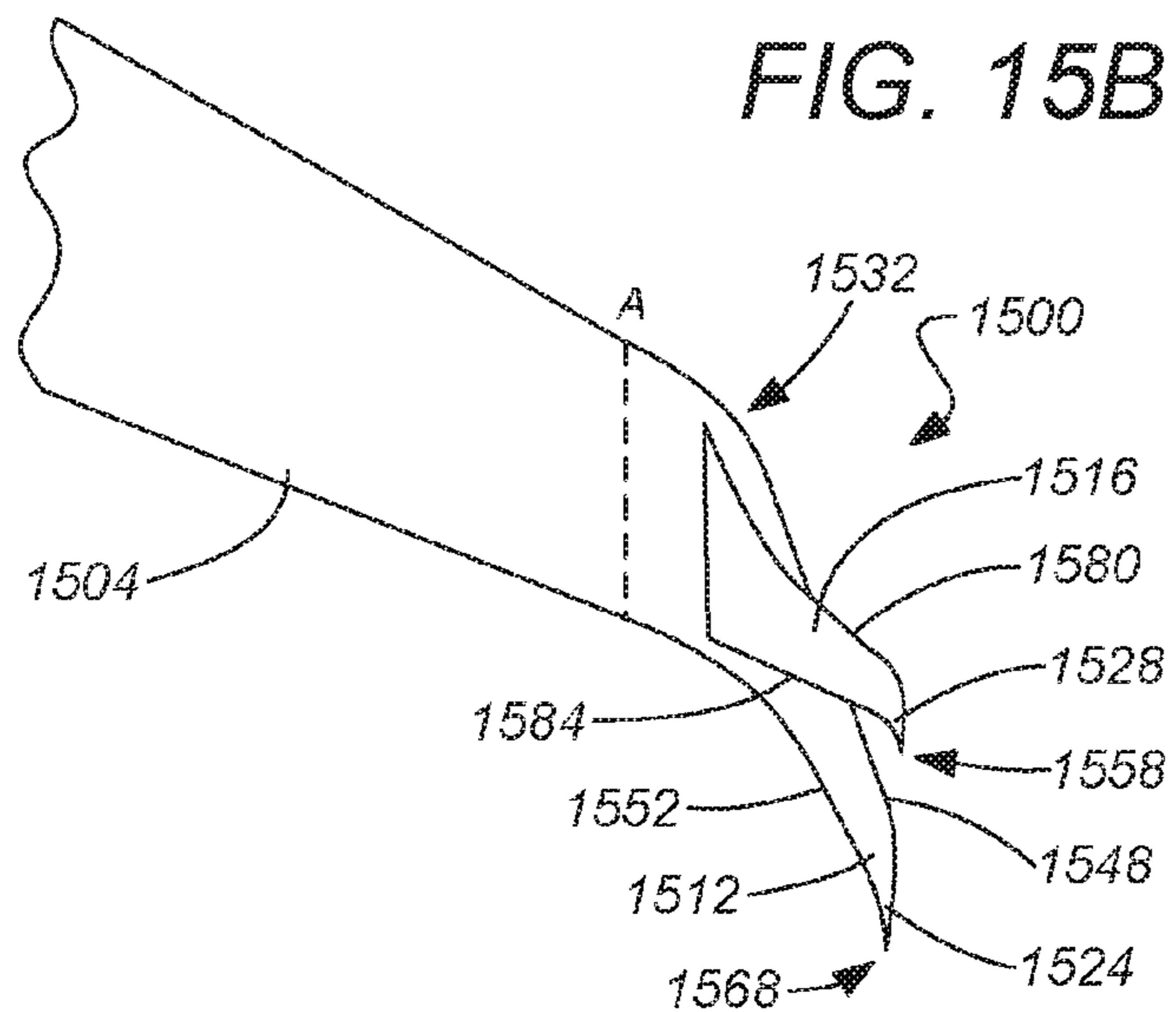


FIG. 15C

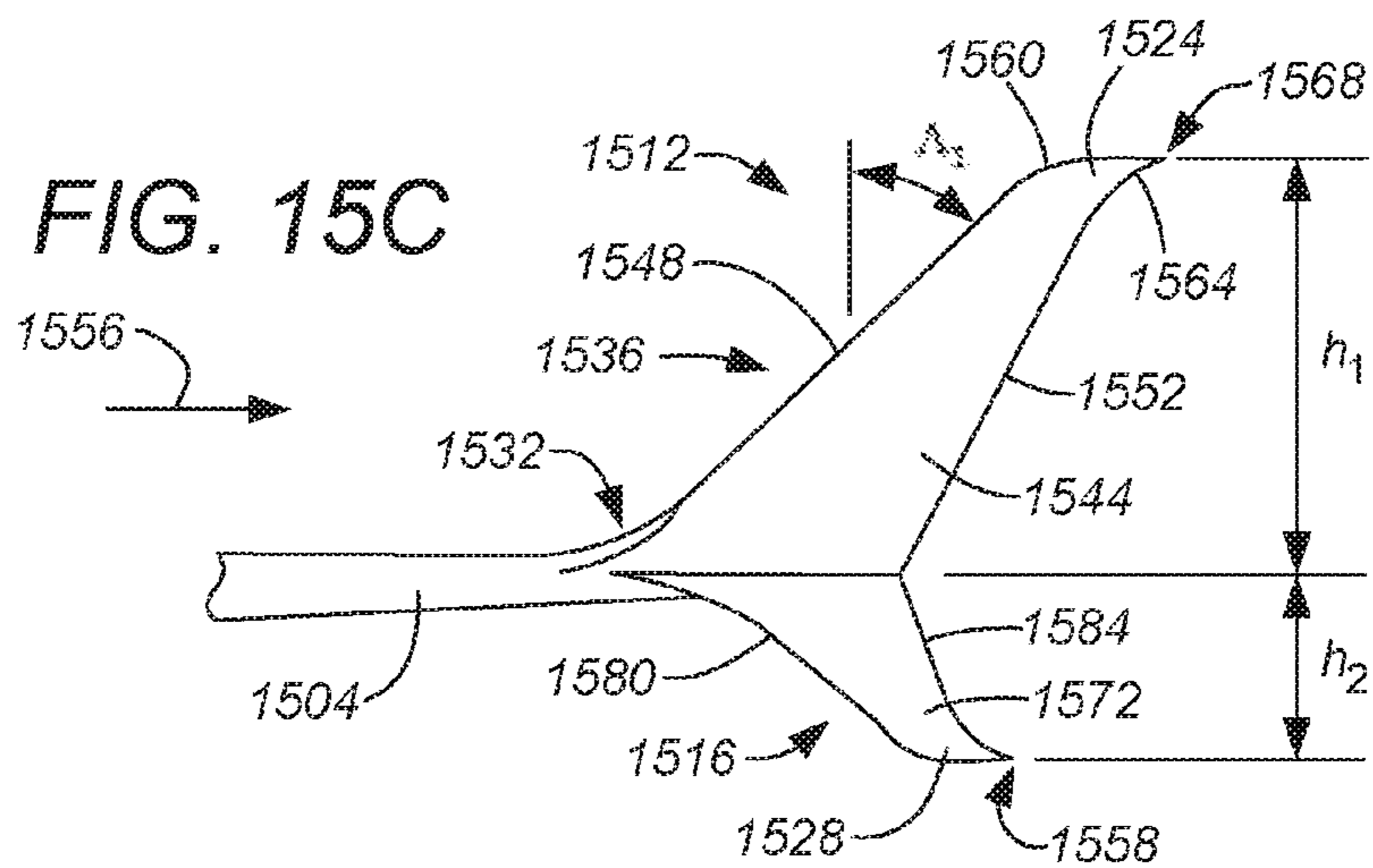


FIG. 16A

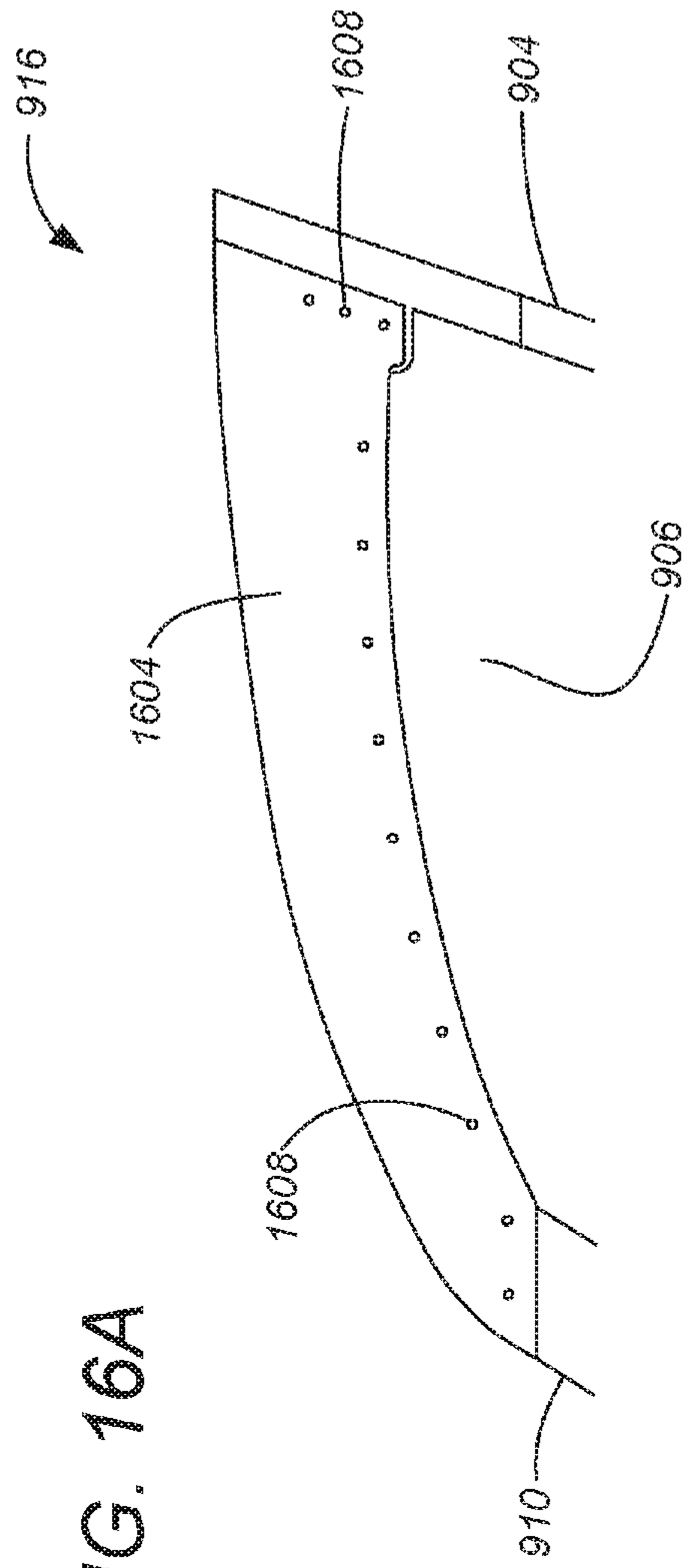
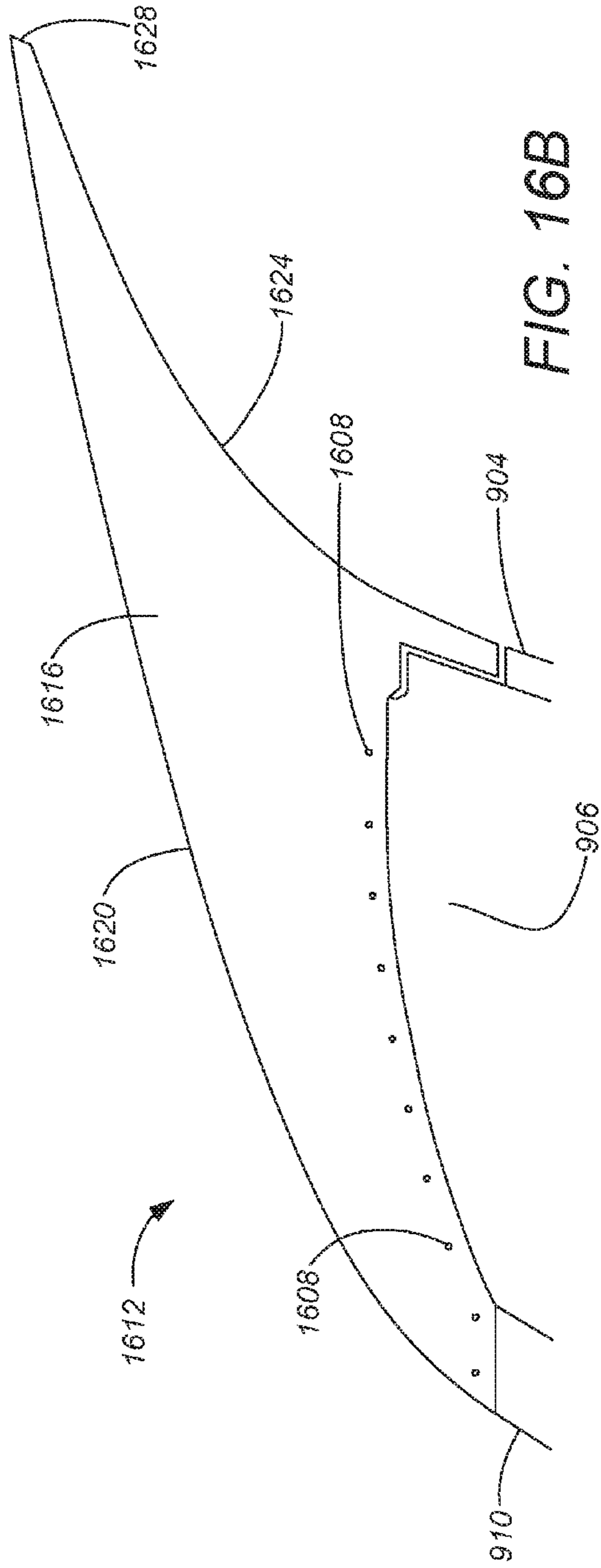


FIG. 16B



SPLIT BLENDED WINGLET

PRIORITY

This application is a continuation of U.S. patent application Ser. No. 14/452,424, filed Aug. 5, 2014, now U.S. Pat. No. 9,302,766, which is: 1) a continuation-in-part of U.S. patent application Ser. No. 12/488,488, filed Jun. 19, 2009, now U.S. Pat. No. 9,381,999, which claims the benefit of U.S. Provisional Application No. 61/074,395, filed Jun. 20, 2008, and 2) a continuation-in-part of U.S. patent application Ser. No. 13/493,843, filed Jun. 11, 2012, now U.S. Pat. No. 8,944,386, which claims the benefit of U.S. Provisional Application No. 61/495,236, filed Jun. 9, 2011. Each of the aforementioned applications is incorporated by reference in its entirety into this application.

BACKGROUND

All aircraft wings experience drag as they move through the air. The experienced drag may be separated into three components: induced drag, parasitic drag, and compressibility drag. Induced drag depends on the lift force carried by the lifting surfaces. Parasitic drag arises from contact between a moving surface and the fluid and includes such factors as the object form, skin friction, and interference factors. Compressibility drag is the drag associated with higher Mach numbers, which may include viscous and vortex drag, shock-wave drag, and any drag due to shock-induced separations, all of which may vary with Mach number. Of these, the induced drag has traditionally shown the greatest potential for improvement through the use of winglets or other wing tip devices.

Generally, an aircraft's wing may be swept to reduce compressibility drag effects on high-speed airplanes. A swept wing is generally designed so the angle between the aircraft's body and the wing is oblique, and specifically is swept toward the aft of the aircraft. The sweep of the wing's leading edge and trailing edge does not necessarily have to be at the same angle. A wing tip device may also be added to further reduce the drag on the wing. One alternative is to provide a raked wing tip. A raked wing tip conventionally has a higher degree of sweep than the rest of the wing. Winglets are also an alternative solution, generally used to increase the effective aspect ratio of a wing, with less structural impact than adding wingspan. Winglets are generally near vertical extensions of the wing tip. Wing tip devices may increase the lift generated at the wing tip, and reduce the induced drag caused by wingtip vortices, improving the lift-to-drag ratio. Although winglets reduce drag generated by wingtip vortices, winglets produce lift that increases the bending moment on the wing.

Various wing tip devices and geometries are described, for example, in US 2007/0252031 (titled "Wing Tip Devices," published Nov. 1, 2007), US 2007/0114327 (titled "Wing Load Alleviation Apparatus and Method," published May 24, 2007), U.S. Pat. No. 6,722,615 (titled "Wing Tip Extension for a Wing," issued Apr. 20, 2004), U.S. Pat. No. 6,827,314 (titled "Aircraft with Active Control of the Warping of Its Wings," issued Dec. 7, 2004), U.S. Pat. No. 6,886,778 (titled "Efficient Wing Tip Devices and Methods for Incorporating such Devices into Existing Wing Designs," issued May 3, 2005), U.S. Pat. No. 6,484,968 (titled "Aircraft with Elliptical Winglets," issued Nov. 26, 2002), and U.S. Pat. No. 5,348,253 (titled "Blended Wing-

let," issued Sep. 20, 1994), each of which is incorporated by reference into this application as if fully set forth herein.

SUMMARY

Embodiments described herein may be applied to a wing or winglet incorporating a tip device with a curved leading edge and a curved trailing edge to minimize induced drag for a given wing form. The curved leading edge is designed to achieve optimal results such as, for example, maintaining attached flow, minimizing flow separation, and minimizing premature vortex roll-up, while the curved trailing edge is designed to achieve optimal results such as, for example, keeping the chord distribution consistent with an elliptic loading over the planform. The curve of the leading and trailing tip sections may be described generally as parabolic, and preferably as super elliptic. A finite tip segment may be included with a sweep angle approximate to the trailing edge sweep angle. This finite section may be used to assist in stabilizing the tip vorticity and maintain the vortex position close to the extreme wing tip.

Aerodynamic loading may be important to achieving optimum wing performance; however, the effect of the actual loading obtained in flight at a wing tip is usually overlooked. Failure to achieve the optimum elliptic loading, particularly near the tip of the wing, may lead to premature tip vortex formation and a corresponding increase of induced drag. This characteristic may also apply to planar wings where premature tip vortex roll-up, inboard of the wing tip, is frequently visible as a condensation trail in flight.

Embodiments described herein may be applied to the tip of a flat wing or to a winglet. However, aspects of the design may be applied to lifting surfaces in general, and particularly to dynamic lifting surfaces. Alternatively, aeronautical propulsion systems, including, for example, propellers and helicopters rotors, may alternatively benefit equally from aspects of the design and are additionally considered within the scope of the invention. Embodiments described herein may also apply to any applications which use either static or dynamic lifting surfaces such as ship propellers.

Embodiments described herein comprise an innovative winglet concept including a split winglet, which includes separate extensions above and below the wing chord plane. The split winglet includes an upward sloping element similar to an existing winglet and a down-ward canted element (ventral fin). The ventral fin counters vortices generated by interactions between the wingtip and the lower wing surface.

The split winglet is designed to reduce drag but without generating the increased bending moment found in existing winglet designs. The split winglet design is believed to improve fuel burn or reduce fuel burn by approximately 1.5%, reduce drag by up to 9.5% over a wing with a standard tip, and improve cruise performance by more than 40% over existing blended-winglet configurations.

Embodiments as described herein are adaptable to various wing and wing tip designs. Embodiments may include an integrated split blended winglet that attaches as a single unit at a wing tip, and may include a separate ventral fin designed to attach to an existing blended winglet.

An apparatus is provided herein for a split winglet configured for attachment to a wing tip of an airplane. The split winglet comprises an upper winglet extending from the wing tip above a chord plane of the wing and a ventral fin projecting below the chord plane from a lower surface of the upper winglet. Generally, the upper winglet further comprises a transition section which curves upward from the

wing tip into a substantially planar section. In an embodiment, the ventral fin projects below the chord plane from substantially at or near the midpoint of the transition section. An upper surface and the lower surface of the upper winglet are respective smooth extensions of an upper surface and a lower surface of the wing tip. The upper surface and the lower surface of the upper winglet are bounded by a leading edge and a trailing edge. The leading edge and the trailing edge generally are linear sections which are swept toward an airstream direction substantially parallel with the root chord and converging at an upper winglet tip configuration. In an embodiment, the leading and trailing edges of the upper winglet respectively are continuous extensions of a leading edge and a trailing edge of the wing. The upper winglet tip configuration comprises the leading and trailing edges curving toward the airstream direction and then converging to substantially a point distal of the wing tip of the airplane. Similarly, the ventral fin comprises an upper surface and a lower surface bounded by a leading edge and a trailing edge both converging at a ventral fin tip configuration comprising the leading and trailing edges curving toward the airstream direction and then terminating at substantially a point distal of the wing tip of the airplane. In one embodiment, the leading edge of the ventral fin merges into the lower surface of the upper winglet distal of the leading edge of the upper winglet, and the trailing edge of the ventral fin merges into the trailing edge of the upper winglet. In another embodiment, the leading edge of the upper winglet and the leading edge of the ventral fin merge together at the transition section, such that the leading edges of the upper winglet and the ventral fin are continuous extensions of the leading edge of the wing. Similarly, the trailing edge of the upper winglet and the trailing edge of the ventral fin may merge together at the transition section, such that the trailing edges of the upper winglet and the ventral fin are continuous extensions of the trailing edge of the wing.

In an exemplary embodiment, a split winglet configured for attachment to a wing tip of an airplane comprises an upper winglet extending from the wing tip above a chord plane of the wing. The upper winglet comprising an upper surface and a lower surface bounded by a leading edge and a trailing edge, the leading edge and the trailing edge converging to an upper winglet tip configuration. A ventral fin projecting from the lower surface of the upper winglet comprises an upper surface and a lower surface bounded by a leading edge and a trailing edge extending below the chord plane. The leading edge and the trailing edge converging to a ventral fin tip configuration. The upper surface and the lower surface of the upper winglet respectively merge with an upper surface and a lower surface of the wing.

In another exemplary embodiment, the leading edge and the trailing edge of the upper winglet comprise substantially linear sections which are swept toward an airstream direction being substantially parallel with the root chord and then converge to the upper winglet tip configuration. In another exemplary embodiment, the upper winglet tip configuration comprises the leading edge and the trailing edge curving toward the airstream direction and then converging to substantially a point distal of the wing tip of the airplane. In another exemplary embodiment, the upper winglet tip configuration comprises a curve of the leading edge having a first radius and a curve of the trailing edge having a second radius, wherein the first radius and the second radius orient the leading and trailing edges toward the airstream direction so as to converge to substantially a point distal of the wing tip of the airplane.

In another exemplary embodiment, the leading edge and the trailing edge of the ventral fin comprise substantially linear sections which are swept toward an airstream direction being substantially parallel with the root chord and then converge to the ventral fin tip configuration. In another exemplary embodiment, the ventral fin tip configuration comprises the leading edge and the trailing edge curving toward the airstream direction and then converging to substantially a point distal of the wing tip of the airplane.

In another exemplary embodiment, the upper winglet further comprises a transition section which curves upward from the wing tip into a substantially planar section, such that the upper surface and the lower surface of the upper winglet respectively are smooth extensions of the upper and lower surfaces of the wing tip, and such that the leading and trailing edges of the upper winglet respectively are continuous extensions of a leading edge and a trailing edge of the wing. In another exemplary embodiment, the transition section comprises a substantially constant radius of curvature between the wing tip and the planar section. In another exemplary embodiment, the transition section comprises one or more radii of curvature disposed along a length of the transition section between the wing tip and the planar section. In another exemplary embodiment, the transition section comprises a substantially nonlinear curvature along a length of the transition section between the wing tip and the planar section. In another exemplary embodiment, the ventral fin projects from the lower surface of the transition section and extends below the chord plane. In another exemplary embodiment, the leading edge of the ventral fin merges into the lower surface of the upper winglet distal of the leading edge of the upper winglet. In another exemplary embodiment, the trailing edge of the ventral fin merges into the trailing edge of the upper winglet. In another exemplary embodiment, the leading edge of the upper winglet and the leading edge of the ventral fin merge together at the transition section, such that the leading edge of the upper winglet and the leading edge of the ventral fin are continuous extensions of the leading edge of the wing. In another exemplary embodiment, the trailing edge of the upper winglet and the trailing edge of the ventral fin merge together at the transition section, such that the trailing edge of the upper winglet and the trailing edge of the ventral fin are continuous extensions of the trailing edge of the wing.

In an exemplary embodiment, a wing tip of an airplane comprises an upper winglet extending from the wing tip above a chord plane of the wing and converging at an upper tip configuration comprising a curving of the upper winglet toward an airstream direction being substantially parallel with the root chord. A ventral fin projecting below the chord plane from the upper winglet and converging at a ventral fin tip configuration comprising a curving of the ventral fin toward the airstream direction.

In another exemplary embodiment, the upper winglet comprises an upper surface and a lower surface proximally bounded by a leading edge and distally bounded by a trailing edge, the leading and trailing edges being swept toward the airstream direction, wherein the upper surface and the lower surface are smooth extensions of an upper surface and a lower surface of the wing. In another exemplary embodiment, the upper winglet further comprises a curved transition section extending from the wing to a substantially planar section converging at the upper tip configuration, and wherein the ventral fin projects below the chord plane from substantially at or near the midpoint of the curved transition section. In another exemplary embodiment, the ventral fin comprises an upper surface and a lower surface proximally

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bounded by a leading edge and distally bounded by a trailing edge, the leading and trailing edges being swept toward the airstream direction and converging at the ventral fin tip configuration.

BRIEF DESCRIPTION OF THE DRAWINGS

The drawings refer to embodiments of the present invention in which:

FIG. 1 is a perspective view of an exemplary airplane including wing tip geometry according to embodiments described herein;

FIG. 2A is an enlarged top view of an exemplary embodiment of a wing tip according to aspects of the embodiments described herein;

FIG. 2B is a cross-sectional view of the wing tip illustrated in FIG. 2A, taken along line P-P;

FIG. 3 is an enlarged trailing-edge view of an exemplary embodiment of a wing tip comprising a spanwise camber, according to embodiments described herein;

FIG. 4A is an enlarged top view of an exemplary embodiment of a wing tip according to aspects of the embodiments described herein;

FIG. 4B is a cross-sectional view of the wing tip illustrated in FIG. 4A, taken along line M-M;

FIG. 5 is an enlarged trailing-edge view of an exemplary embodiment of a wing tip comprising a spanwise camber, according to embodiments described herein;

FIG. 6A is a perspective view a representative wing with a winglet end section according to embodiments described herein;

FIG. 6B is a trailing-edge view of the winglet of FIG. 6A, illustrating a spanwise camber of the winglet in accordance with aspects of the present invention;

FIG. 7 illustrates a perspective view of an airplane comprising an exemplary embodiment of a propeller, in accordance with the present invention;

FIG. 7A is an enlarged section view of a propeller tip geometry of the exemplary propeller illustrated in FIG. 7;

FIG. 8 illustrates a perspective view of a helicopter comprising an exemplary embodiment of a rotor according to the present invention;

FIG. 8A is an enlarged section view of a rotor tip geometry of the exemplary rotor illustrated in FIG. 8;

FIG. 9A is a front profile view of an exemplary embodiment of a split winglet in accordance with the present invention;

FIG. 9B is a bottom view of the embodiment of the split winglet illustrated in FIG. 9A;

FIG. 9C is a side view of the embodiment of the split winglet illustrated in FIGS. 9A-9B;

FIG. 10 illustrates an exemplary load distribution along a wing which includes the exemplary embodiment of the split winglet illustrated in FIGS. 9A-9C;

FIG. 11A is a front profile view of an exemplary embodiment of an integrated split winglet in accordance with the present invention;

FIG. 11B is a side view of the embodiment of the integrated split winglet illustrated in FIG. 11A;

FIG. 12 illustrates an airplane comprising an exemplary embodiment of a split winglet in accordance with the present invention;

FIG. 13 illustrates an exemplary embodiment of a split winglet comprising a tip configuration according to embodiments of the present invention;

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FIG. 14 illustrates an exemplary use environment wherein an airplane comprises a split winglet including a curved blade tip configuration in accordance with an embodiment of the present invention;

FIG. 15A is a front profile view of an exemplary embodiment of a split winglet comprising a curved blade tip configuration in accordance with the present invention;

FIG. 15B is a bottom view of the embodiment of the split winglet illustrated in FIG. 15A;

FIG. 15C is a side view of the embodiment of the split winglet illustrated in FIGS. 15A-15B;

FIG. 16A is an enlarged section view of a winglet tip cap of an upper winglet illustrated in FIG. 9C; and

FIG. 16B is an enlarged section view a curved blade cap installed onto the upper winglet illustrated in FIG. 16A.

While the present invention is subject to various modifications and alternative forms, specific embodiments thereof have been shown by way of example in the drawings and will herein be described in detail. The invention should be understood to not be limited to the particular forms disclosed, but on the contrary, the intention is to cover all modifications, equivalents, and alternatives falling within the spirit and scope of the present invention.

DETAILED DESCRIPTION

In the following description, numerous specific details are set forth in order to provide a thorough understanding of the present invention. It will be apparent, however, to one of ordinary skill in the art that the present invention may be practiced without these specific details. In other instances, specific numeric references such as "first winglet," may be made. However, the specific numeric reference should not be interpreted as a literal sequential order but rather interpreted that the "first winglet" is different than a "second winglet." Thus, the specific details set forth are merely exemplary. The specific details may be varied from and still be contemplated to be within the spirit and scope of the present invention. The term "coupled" is defined as meaning connected either directly to the component or indirectly to the component through another component. Further, as used herein, the terms "about," "approximately," or "substantially" for any numerical values or ranges indicate a suitable dimensional tolerance that allows the part or collection of components to function for its intended purpose as described herein.

In general, an apparatus is provided for a split winglet configured for attachment to a wing tip of an airplane. The split winglet comprises an upper winglet smoothly extending from the wing tip above a chord plane of the wing and a ventral fin projecting below the chord plane from a lower surface of the upper winglet. Generally, the upper winglet further comprises a transition section which curves upward from the wing tip into a substantially planar section. In an embodiment, the ventral fin projects below the chord plane from substantially a midpoint of the transition section. The upper winglet comprises a transition section which curves upward from the wing tip into a substantially planar section. Upper and lower surfaces of the upper winglet are bounded by leading and trailing edges which are swept toward an airstream direction, parallel with the root chord, and curve toward the airstream direction before terminating at a point distal of the wing tip. In an embodiment, the leading and trailing edges of the upper winglet respectively are continuous extensions of a leading edge and a trailing edge of the wing. Similarly, upper and lower surfaces of the ventral fin

are bounded by leading and trailing edges which curve toward the airstream direction and terminate at a point distal of the wing tip.

The following description should be read with reference to the drawings, in which like elements in different drawings are identically numbered. The drawings, which are not necessarily to scale, depict selected embodiments and are not intended to limit the scope of the invention. For instance, edges appearing be pointed in the drawings may in actuality be rounded (e.g., leading edges in FIG. 2B, FIG. 3, FIG. 4B, and FIG. 5). The description illustrates by way of example, not by way of limitation, the principles of the invention. This description will clearly enable one skilled in the art to make and use the invention, and describes several embodiments, adaptations, variations, alternatives, and uses of the invention, including what is presently believed to be the best mode of carrying out the invention.

Embodiments described herein include an optimum wing tip geometry for wings. The described geometry may reduce induced drag associated with premature tip vortex formation from suboptimum aerodynamic loading. Embodiments of the tip design geometry may preserve an elliptic load distribution to the tip of the wing. In addition, airfoil sections may be cambered and twisted so as to avoid flow separation along highly swept leading edges, thereby maintaining an elliptic loading to the extreme tip. Spanwise camber of lifting surfaces may also be incorporated to maintain flow attachment and avoid premature roll-up of tip vorticity.

Based on aerodynamic analysis of embodiments incorporating aspects of the present invention, it has been observed that significant reductions of induced drag can be expected relative to that found in typical current wingtip designs. These results may depend upon the proper selection of parameters that define the tip geometry and are discussed below. The potential benefits may be expected in the range of about -1% to about -3% induced drag reduction relative to a standard winglet for a commercial transport airplane configuration. The induced drag reduction may correspond to an increase in fuel efficiency in the range of about 0.7% to about 2% at normal cruising speeds. Additional benefits may be expected for low-speed operation.

Although embodiments of the invention are typically described in terms of wingtip devices, or winglets, the invention is not so limited. Aspects of the invention may be applied to lifting surfaces in general, and particularly to wings, and more particularly to aircraft, including planar wings without the use of winglets. Aeronautical propulsion systems, including, for example, propellers and helicopter rotors, may alternatively benefit equally from aspects of the invention and are additionally considered within the scope of the invention. Embodiments of the present invention may also apply to any applications which use either static or dynamic lifting surfaces such as helicopter rotors, ship propellers, and the like. Finally, other applications that may benefit from aspects of the invention include devices intended to move air or fluid, such as, by way of non-limiting example, fans.

Reference axes are used generally to orient the description, as known in the art, and therefore include a reference system for an exemplary airplane generally, a reference system for a wing of the airplane, and a reference system for a tip of the wing. As illustrated in FIG. 1, an airplane reference system is used to orient the description with respect to the aircraft. An x-axis runs along a longitudinal axis of the airplane from nose to the tail. A y-axis is perpendicular to the x-axis and is horizontally oriented relative to the airplane. Finally, a z-axis is orthogonal to both

the x- and y-axes, oriented in the vertical direction. A wing reference system may also be used which generally differs from the airplane reference system, as it lies in the reference plane of the wing. Therefore, as illustrated in FIGS. 3 and 5, the wing reference system generally is rotated by an incidence angle, a dihedral angle, and a sweep angle. Finally, for embodiments described herein, as illustrated in FIGS. 2 and 4, an origin of a reference system for a wing tip geometry is coincident with the beginning of the wing tip geometry and lies generally in the plane of the wing, at the wing tip. However, this relationship may change substantially from the wing reference system in cases of winglet applications (e.g., as shown in FIG. 6). Generally, the wing tip reference system has its origin at the beginning of a curved leading edge of the wing tip, or a curved trailing edge, whichever is closer to the airplane. The x'-y' axis is then in the plane of the wing at the origin of the wing tip. Therefore, the wing tip geometry may be rotated from the airplane reference system by the sweep angle, the dihedral angle, an incidence angle, and a winglet angle, and displaced from the airplane reference system by the length of the wing to the wing tip.

FIG. 1 illustrates an exemplary airplane 102 including a wing tip section 100 according to embodiments described herein. The wing tip section 100 may be designed to minimize induced drag by preserving an elliptic load distribution. A leading edge 104 of the wing tip section 100 may be curved to avoid flow separation. A trailing edge 106 of the wing tip section 100 may be curved to maintain a desired chord variation. A trailing edge tip segment 108 may have a small, but finite dimension and sweep. The trailing edge tip segment 108 may be swept at an angle approximately the same or similar angle as a trailing edge sweep angle. The tip segment 108 may assist in stabilizing vorticity at the tip and maintain its position at the trailing edge.

A wing 110 has a leading edge 112 and a trailing edge 114. The leading edge 112 may be substantially straight, and may transition into the curved leading edge 104 of the wing tip section 100. The trailing edge 114 may be substantially straight before transitioning into the curved trailing edge 106 of the wing tip section 100. The leading edge 112 and the trailing edge 114 may also be swept. However, the leading edge 112 and the trailing edge 114 may be swept at different angles. For example, the leading edge 112 may comprise a greater sweep angle than a sweep angle of the trailing edge 114.

FIG. 2A is an enlarged top view of an exemplary embodiment of a wing tip geometry 200 according to aspects of the embodiments described herein. An x'-y' reference system for the wing tip geometry 200 may be created by a line parallel 202 and another line perpendicular 204 to the longitudinal axis of the airplane body. An x'-y' reference plane formed by the lines 202, 204 is within a plane of a wing 210. In some embodiments, the wing 210 is not perpendicular to the plane body, but is swept distally toward the rear of the airplane. The wing 210 may also be rotated upward at a dihedral angle, or tilted about a pitch axis of the airplane to create an incidence angle. In the illustrated embodiment of FIG. 2A, a leading edge 212 of the wing 210 is swept at an angle, Λ_{LE} , 214, relative to the y'-reference axis 204, and a trailing edge 216 is swept at an angle, Λ_{TE} , 218, relative to the y'-reference axis 204. The sweep angle of the leading edge 214 and the trailing edge 218 may be at the same angle or different angles. Preferably, the sweep angle of the leading edge 214 is greater than the sweep angle of the trailing edge 218.

In one embodiment, the tip of the wing 210 has a wing tip geometry 200 that curves distally toward the rear of the airplane. The wing tip geometry 200 begins along the

leading edge at a point 224 and along the trailing edge at a point 226. The points 224, 226 do not necessarily have to be located at the same distance away from the body of the airplane. In some embodiments, for example, the point 224 may be located closer to the body of the airplane than point 226. A curved leading edge 220 and a curved trailing edge 222 begin tangentially with the leading edge 212 and the trailing edge 216, respectively, and then curve distally toward the rear of the airplane. The curved leading edge 220 and curved trailing edge 222 smoothly transition from the substantially straight leading and trailing edges 212, 216, respectively, then slope distally along a substantially parabolic curve approaching a free stream velocity direction U 230, and then terminate at an end segment 234 BD. As illustrated in FIG. 2A, the curved leading edge 220 terminates at a leading edge tip 228, and the curved trailing edge 222 terminates at a trailing edge tip 232. Preferably, the curved leading edge 220 is more closely aligned with the direction of the free stream velocity U 230 than is the curved trailing edge 222, such that the leading edge tip 228 is distal of the trailing edge tip 232.

In the illustrated embodiment of FIG. 2A, the end segment 234 BD, between the leading edge tip 228 and the trailing edge tip 232, is located distal of the curved trailing edge 222. In some embodiments, the end segment 234 BD may have a specified length and may be swept at an angle substantially equal to the angle, Λ_{TE} , 218 of the trailing edge 216. A reference length h 252 corresponds to a height of the leading edge tip 228 above the point 226 along the trailing edge of the wing 210, and thus may be used as a measure of the height of the end segment 234 BD above the point 226. A preferred ratio of the end segment 234 BD to the length h is in the range of $0.15 < BD/h < 0.20$ with the ratio trending higher at higher values of tip lift coefficients. Observations indicate that the end segment 234 configured as in the illustrated embodiment advantageously stabilizes the tip vortex.

It will be recognized that the wing tip section 200 may be applied to a conventional flat wing, wherein the curved leading edge 220 and the curved trailing edge 222 lie in the wing reference plane (i.e., the x'-y' plane). In such an embodiment, the entire wing, emanating from the body of the airplane and terminating at the end segment 234, is positioned substantially in the same plane. In an alternate embodiment, the wing tip section 200 may be applied to a conventional winglet, wherein an end of the wing projects out of the x'-y' reference plane, in the z'-direction. Further, the wing tip section 200 may be integrally formed with the rest of the wing 210, or may comprise a separate assembly which is attached or adhered to the tip of the wing. The wing tip section 200 may be attached by way of bolting, welding, or any other known practice of attaching wing segments.

FIG. 2B is a cross-sectional view of the wing tip section 200, taken along line P-P of FIG. 2A. A chord, represented by dotted line 236, extends from the curved leading edge 220 to the curved trailing edge 222, and is oriented at an angle ϕ_T relative to the x'-reference line 202. The chord distribution conforms to the optimum aerodynamic loading on the wing surface. In one embodiment, the curved trailing edge 222 is designed to maintain a desired chord distribution to achieve elliptic loading. In other embodiments, airfoil sections may also be incorporated at specified locations, corresponding to the local chord line and the twist angle ϕ_T distribution.

These features may be alternatively described in mathematical terms, where all dimensions may be normalized relative to a tip extension length, g 250. The tip extension

length g 250 is a straight-line distance of the trailing edge which extends past the trailing edge origin 226 of the wing tip geometry 200. As shown in FIG. 2A, the tip extension length 250 is the x'-direction distance between the origin 226 of the wing tip along the trailing edge 222 and the leading edge tip 228. As indicated above, the reference length h 252 corresponds to a height of the tip extension length, and thus is the y'-distance from the curved wing tip section 200 origin along the trailing edge, point 226, to the leading edge tip 228. Points A, B, C, D, and E are added for reference locations. Point A 224 is the point where the leading edge 212 transitions into the curved leading edge 220, and deviates from a line tangential with the leading edge 212. Reference point C 226 is the corresponding point along the trailing edge 216. Point B 228 is the end of the curved leading edge 220, while point D 232 is the end of the curved trailing edge 222. The segment BD is the end segment 234.

In some embodiments, the curved leading edge 220, from point A to B, may be defined by:

$$x-x_A = \tan \Lambda_{LE}(y-y_A) + M_1(y-y_A)^{m_1} + M_2(y-y_A)^{m_2}.$$

In one embodiment, the curved leading edge parameters M_1 and m_1 , M_2 and m_2 are selected to define a planform that may maintain attached flow and avoid flow separation. The parameters are therefore chosen so as to create a smooth parabolic transition from the substantially straight leading edge 212 to a desired end slope at point B 228. A desired leading edge slope, dy/dx , at point B approaches the free stream direction U 230 and may be in the range of about 0.0 to about 0.1, and is preferably in the range about 0.03 to about 0.07. In one embodiment, the desired leading edge slope approaches about 0.05. To provide optimal performance characteristics, where x_A , y_A , g, and Λ_{LE} are given, M_1 is in the range of about 0.4 to about 0.6, M_2 is in the range of about 0.08 to about 0.12, m_1 is in the range of about 3.6 to about 5.4, and m_2 is in the range of about 5.2 to about 7.7. Preferably, M_1 is about 0.5, M_2 is about 0.1, m_1 is about 4.5, and m_2 is about 6.5. The inclusion of two power terms is preferred to sufficiently provide control of the leading edge slope, dy/dx at point B and to match the optimum leading edge curve shape. The design includes at least one power term so as to create the smooth parabolic transition from the leading edge to the end point B 228. However, in other embodiments, power terms may be removed or added so as to further approach optimal performance.

The curved trailing edge 222, from point C to D, may be defined by:

$$x-x_C = \tan \Lambda_{TE}(y-y_C) + N_1(y-y_C)^{n_1} + N_2(y-y_C)^{n_2}.$$

In one embodiment, the curved trailing edge parameters N_1 and n_1 , N_2 and n_2 are selected so as to maintain an appropriate chord variation and control of a trailing edge slope, dy/dx , approaching point D. The parameters are chosen to provide a smooth parabolic transition from the substantially straight trailing edge 216 to the curved trailing edge 222 so as to achieve elliptic loading over the wing tip section 200. The parameters may additionally be chosen so as to control an approach of the trailing edge slope at point D toward the free stream direction 230. For example, in some embodiments, the trailing edge slope at point D may fall within the range of about 0.0 to about 2.0. In one embodiment, the trailing edge slope approaching point D is in the range of about 0.06 to about 0.15, and is preferably about 0.10. To provide optimal performance characteristics, where x_C , y_C , segment BD, h, and Λ_{TE} are given, N_1 is in the range of about 0.08 to about 0.12, N_2 is in the range of about 0.16 to about 0.24, n_1 is in the range of about 2.8 to about 4.2, and

n_2 is in the range of about 3.6 to about 5.4. More particularly, N_1 is about 0.1, N_2 is about 0.2, n_1 is about 3.5, and n_2 is about 4.5. The inclusion of two power terms are preferred so as to sufficiently control the loading on the wing tip section **200** and maintain an appropriate chord variation. However, fewer or additional power terms may be removed or added to more particularly control these features. It will be appreciated that at least one power term should remain so as to achieve a parabolic transition from trailing edge to tip.

The end segment BD, may have a small but finite dimension and may be swept at an angle approximate to the trailing edge angle, Λ_{TE} , **218**. This end segment BD may assist in stabilizing the tip vorticity and maintain the vortex position very close to the leading edge tip **228**, at point B. It will be recognized that the length of segment BD may be determined by way of other parameters herein described above.

The airfoil sections may be cambered or twisted so as to maintain an elliptic loading of the wing tip section **200** and to avoid flow separation along the curved leading edge **220**. The wing chord, represented by the dotted line **236**, may be designed according to the parameters above to maintain the desired chord distribution. In some embodiments, the airfoil may additionally be twisted by an angle ϕ_T , thereby angling the chord relative to the free stream direction **230**. Airfoil twist may be defined by the rotation angle of the airfoil chord about the tip trailing edge, CDB, relative to the wing reference plane, x'-y' plane. In other embodiments, airfoil shapes may be modified variations of the winglet airfoil disclosed herein without deviating from the present invention.

FIG. **3** is an enlarged trailing-edge view of an exemplary embodiment of a wing tip section **300** of a wing **310** which comprises a spanwise camber, according to the present invention. The spanwise camber may be generated by a curve in the z'-direction, of a curved trailing edge **322** of the wing tip section **300** from the wing reference plane, x'-y'. In one embodiment, the curve in the z'-direction, lying in the y'-z' plane, begins tangentially from a wing trailing edge **316** at a point **326** and then deviates parabolically before terminating at a trailing edge end point **332**. Therefore, in the illustrated embodiment, the end of the wing tip section **300** curves out of the x'-y' reference plane, thereby generating a wing tip surface which is substantially cylindrical until the trailing edge terminates at point **332**. In another embodiment, the spanwise camber creates part of a cylindrical surface, which may be augmented by superposition of airfoil camber and twist.

The representative profile of a wing according to aspects of embodiments described herein, including a spanwise camber, may alternatively be described in mathematical terms. In some embodiments, the wing **310** may include a slight incline ϕ_D , the dihedral angle **350**, from horizontal **352**, as the wing approaches the wing tip section **300**. In some embodiments, the wing tip section **300** may also, or alternatively incorporate a spanwise camber so as to maintain flow attachment, reduce flow separation, and minimize premature roll-up along the outer edge of the wing tip section **300**.

The camber may be defined in terms of vertical displacement, z, of the curved trailing edge CD from a straight line extension of the wing trailing edge **316**, along the y'-axis, and may be defined by:

$$z-z_c=-P(y-y_c)^p, \text{ where } y_c < y < y_D.$$

In one embodiment, the parameters P and p, are selected in combination with the wing incline and twist so as to define

the lifting surface between the previously defined curved leading and curved trailing edges. In an exemplary embodiment characterized by optimal performance, wherein x_C , y_C , segment BD, h, and Λ_{TE} are given, P is in the range of about 0.12 to about 0.18, and p is in the range of about 2.0 to about 3.0. Preferably, P is about 0.15, and p is about 2.5. In other embodiments, the wing tip section **300** may be curved in the opposite direction, or in the positive z-direction, according to the same principles described herein. Moreover, in some embodiment, the above combination of parameters may be defined in relation to a wing planform (i.e., sweep and taper) and aerodynamic loading so as to maintain the elliptic loading and attached flow to the wing tip section **300**. It will be appreciated that the above-discussed design parameters may be specified within appropriate limits to provide optimal performance characteristics.

FIG. **4A** is an enlarged top view of an exemplary embodiment of a wing tip section **400** of a wing **410** according to aspects of the embodiments described herein. The wing **410** includes a substantially straight leading edge **412**, swept rearward at an angle Λ_1 **414** and a trailing edge **416**, which is also substantially straight and swept rearward at an angle Λ_2 **418**. In one embodiment, the wing tip section **400** begins at point **424** along the leading edge **412**, and a point **426** along the trailing edge **416**. The points **424** and **426** may be located at the same distance away from the airplane body, as in the illustrated embodiment, or may be located at different distances from the airplane body. For example, in an embodiment, the point **424** may be located as shown, but the point **426** along the trailing edge **416** may be located further away from the airplane body. In the illustrated embodiment, the wing tip section **400** includes a curved leading edge **420** and a curved trailing edge **422**. The curved leading edge **420** emanates from a line tangential with the leading edge **412** and smoothly transitions along an elliptical curve to an endpoint **428**. A slope of the curved leading edge **420** nearing the point **428** approaches the free stream direction U. Similarly, the curved trailing edge **422** emanates tangentially from the trailing edge **416** and curves rearward along an elliptical curve to an endpoint **432**, where a slope of the curved trailing edge **422** nearing the end point **432** also approaches the free stream direction U. As will be appreciated, the slope approaching the wing tip is not necessarily the same along the curved leading edge **420** and the curved trailing edge **422**.

In one embodiment, an end segment **434**, between the leading edge tip **428** and the trailing edge tip **432**, may be located distally of the curved trailing edge **422**. In some embodiments, the segment **434** may have a specified length and may be swept at an angle substantially equal to the wing trailing edge sweep angle **418**. Preferably, the end segment **434** has a length in a range of $0.15 < CE/h < 0.20$, wherein the ratio trends higher at higher values of tip lift coefficients. Observations indicate that an end segment such as CE **434** advantageously stabilizes the tip vortex.

The embodiment illustrated in FIG. **4A** may also be described in mathematical terms so as to define an optimal design which maintains an attached flow and avoids premature vortex roll-up. Points A, B, C, D, and E along with lengths C_1 , C_2 , g, and h are included for reference. As described above, point A **424** and point D **426** are the respective origins of the curved end section **400** along the leading edge **412** and the trailing edge **416**. Points C **428** and E **432** are the respective end tip locations of the curved leading edge **420** and the curved trailing edge **422**, respectively. Point B is a location along the curved leading edge **420** corresponding to the same y'-distance as point E of the

curved trailing edge **422**. Reference length C_1 is the distance along the x' -direction between reference points A and D, while reference length C_2 is the distance along the x' -direction between points B and E. Reference height h is the y' -direction distance from the origin along the trailing edge, point D, to the curved wing tip extreme end, point C. Reference distance g is the x' -direction distance from point D to the curved leading edge end point C.

The leading curved edge **420**, from point A to C, may be defined by:

$$x-x_A=[y-y_A] \tan \Lambda_1+a_1[(1-([y-y_A]/b_1)^{n_1})^{1/m_1}-1].$$

In one embodiment, the curved leading edge geometry parameters a_1 , b_1 , m_1 , and n_1 are selected so as to define a planform which maintains an attached flow and reduce flow separation, while minimizing premature vortex roll up. As will be recognized, the inclusion of these four parameters is sufficient to provide control of the leading edge curvature near point A, and the contour slope at point C, so as to define an optimal leading edge contour. In other embodiments, additional terms may be added or removed so as to further refine the optimum parameters.

Sizing parameters (g/C_1) , (h/C_1) , $(dy/dx)_C$, and (C_2/C_1) relate to overall planform proportions and provide a framework for optimizing contours for both leading edge **420** and the trailing edge **422**. In an exemplary embodiment characterized by acceptable performance levels, (g/C_1) is in the range of about 0.50 to about 0.80, (h/C_1) is in the range of about 0.60 to about 1.00, $(dy/dx)_C$ is in the range of about 0.03 to about 0.07, and (C_2/C_1) is in the range of about 0.60 to about 0.70. In one embodiment, (g/C_1) is about 0.60, (h/C_1) is about 0.70, $(dy/dx)_C$ is about 0.05, and (C_2/C_1) is about 0.65.

Leading edge contour parameters (a_1/C_1) , (b_1/C_1) , m_1 , and n_1 define the leading edge contour within the sizing framework. In an exemplary embodiment characterized by acceptable performance levels, (a_1/C_1) is in the range of about 1.50 to about 2.50, (b_1/C_1) is in the range of about 0.60 to about 0.90, m_1 is in the range of about 2.0 to about 4.0, and n_1 is in the range of about 1.50 to about 3.0. In one embodiment, (a_1/C_1) is about 2.0, (b_1/C_1) is about 0.70, m_1 is about 3.0, and n_1 is about 2.0.

The curved trailing edge **422**, from point D to E, may be defined by:

$$x-x_D=y \tan \Lambda_2+a_2[(1-([y-y_D]/b_2)^{n_2})^{1/m_2}-1].$$

In an embodiment, the trailing edge curvature near point D and the contour slope near point E are defined so as to achieve a chord distribution consistent with an elliptical loading over the planform to minimize drag, thereby providing optimal performance characteristics.

Sizing parameters (g/C_1) , (h/C_1) , $(dy/dx)_E$, and (C_2/C_1) relate to overall planform proportions and provide a framework for optimizing contours for both the leading edge **420** and the trailing edge **422**. These sizing parameters, with the exception of $(dy/dx)_E$, have been previously selected, as discussed above in terms of the curved leading edge geometry. Sizing parameter $(dy/dx)_E$ is acceptable within the range of about 0.06 to about 0.15, and is preferably about 0.10. Therefore, contour parameters, (a_2/C_1) , (b_2/C_1) , m_2 , and n_2 remain to be selected. The trailing edge contour parameters (a_2/C_1) , (b_2/C_1) , m_2 , and n_2 define the trailing edge contour within the sizing framework. In an exemplary embodiment characterized by acceptable performance levels, (a_2/C_1) is in the range of about 0.80 to about 1.50, (b_2/C_1) is in the range of about 0.30 to about 0.60, m_2 is in the range of about 1.50 to about 2.50, and n_2 is in the range

of about 1.50 to about 2.50. In one embodiment, (a_2/C_1) is about 1.0, (b_2/C_1) is about 0.40, m_2 is about 2.0, and n_2 is about 2.0.

In one embodiment, the end segment **434**, segment CE, comprises a small but finite dimension and may be swept at the trailing edge angle Λ_2 . The end segment **434** may assist in stabilizing the tip vorticity and maintain the vortex position close to the extreme tip, point E. As will be recognized by those skilled in the art, the length of segment CE is determined by the sizing and contour parameters described above.

FIG. **4B** is a cross-sectional view of an airfoil section of the wing tip **400** illustrated in FIG. **4A**, taken along line M-M. The airfoil section may be cambered and twisted to maintain an elliptic loading to the extreme tip and avoid flow separation along the highly swept curved leading edge **420**. Airfoil twist may be defined by a rotation angle of the airfoil chord about the tip trailing edge, CED, relative to the wing reference plane, $x'-y'$. In other embodiments, airfoil shapes may be modified variations of the winglet airfoil disclosed herein without deviating from the present invention.

FIG. **5** is an enlarged trailing-edge view of an exemplary embodiment of a curved tip section **500** of a wing **510** comprising a spanwise camber, according to embodiments described herein. In some embodiments, the wing **510** may include a slight incline, a dihedral angle, ϕ_D , **550**, from horizontal **552**, as the wing approaches the curved tip section **500**. In some embodiments, the geometry of the curved tip section **500** may also, or alternatively, incorporate a spanwise camber of the wing lifting surface to maintain flow attachment, reduce flow separation, and minimize premature roll-up along the outer edge of the curved tip section **500**.

The camber may be defined in terms of a lateral displacement, z , of a curved trailing edge **522**, CD, from a straight line extension of a wing trailing edge **516**, and may be defined by:

$$z/C_1=-P([y-y_D]/h-1)^p.$$

where C_1 is the length between point A **424** and point D **426**, discussed above in connection with FIG. **4A**. In one embodiment, the parameters P and p are selected in combination with the airfoil camber and twist and define the lifting surface between the previously defined curved leading and curved trailing edges. In an exemplary embodiment characterized by optimal performance characteristics, wherein the sizing parameters are given as described above, P is in the range of about 0.10 to about 0.25, and p is in the range of about 2.0 to about 4.0. More particularly, P is about 0.15, and p is about 2.5. In other embodiments, the spanwise camber may alternatively curve in the opposite, or positive z , direction. The above combination of parameters may be defined in relation to the wing planform (i.e. sweep and taper) and aerodynamic loading so as to maintain elliptic loading and attached flow to curved tip section **500**. It will be appreciated that the design parameters may be specified within appropriate limits so as to provide optimal performance characteristics.

FIG. **6A** illustrates a perspective view a representative wing **610** with a wing end section **600** according to embodiments described herein as applied to a winglet **660**. The end of the wing may be turned upward in a winglet form **660**, as illustrated more fully in FIG. **6B**. In some embodiments, the winglet **660** may be attached to the end of the wing **610** and may be comprised of any conventional design. For example, in the illustrated embodiment, the winglet **660** comprises a transition section **662** out of the plane of the wing **610** into a vertical direction. The transition section **662** may be a

continuous transition, as shown, such as along a constant radius, parabolic, or an elliptical curve. In some embodiments, the transition section **662** may comprise a non-continuous section. In the embodiment illustrated in FIGS. **6A-6B**, the end of the winglet **660**, after the transition section **662**, is substantially planar. Further, the wing **610** may be at an angle ϕ_D **650** from the horizontal **652**. A leading edge **612** and a trailing edge **616** are substantially straight within the plane of the wing **610** and through the transition section **662** until transitioning into the wing tip section **600**. In the illustrated embodiment, the leading edge **612** and trailing edge **616** merely transition into a vertical direction, thereby forming the winglet **660**.

As in the embodiment illustrated in FIG. **6A**, the winglet **660** may include a curved leading edge **620**, a curved trailing edge **622**, and an end segment **634**. The curved leading edge **620** generally deviates from the upward turned tangential of the leading edge **612**, while the curved trailing edge **622** deviates from the upward turned tangential of the trailing edge **616**. The curved leading edge **620** and the curved trailing edge **622** may be parabolic or elliptic. As will be appreciated, the end segment **634** may be advantageously configured according to the embodiments described herein. Further, the winglet **660** may incorporate aspects of the spanwise camber, as illustrated in FIG. **6B**. In the illustrated embodiment, the curved wing tip section **600** comprises only a portion of the winglet **660**, and preferably is located at the end of the winglet following the transition section **662**.

FIG. **7** illustrates a perspective view of an airplane **700** comprising an exemplary embodiment of a propeller **702**, in accordance with the present invention. As illustrated in FIG. **7A**, the propeller tip geometry comprises a curved leading edge **704**, a curved trailing edge **706**, and an end segment **708**. The curved edges **704**, **706** transition smoothly from a propeller blade body **710**. In some embodiments, the curved leading edge **704** may be designed according to embodiments described herein. The curved leading edge **704** may be parabolic or elliptic, and may be configured to maintain attached air flow and reduce flow separation. Further, the curved trailing edge **706** may also be configured according to embodiments described herein, and may follow a parabolic or elliptic contour so as to maintain an appropriate chord variation and control the trailing edge slope at the tip of the propeller **702**. As illustrated in FIGS. **7-7A**, the end segment **708** connects the end of the curved leading edge **704** and the end of the curved trailing edge **706**. The end segment **708** generally comprises a finite dimension and is angled so as to stabilize tip vorticity and to maintain the trailing vortex position at the tip of the propeller **702**. It will be appreciated that the design parameters for the propeller **702** are substantially the same as for the various embodiments discussed above. Moreover, in other embodiments, the various embodiments described herein may be applied to dual propeller aircraft, wherein the propellers may be attached to the aircraft wings.

FIG. **8** illustrates a perspective view of a helicopter **800** comprising an exemplary embodiment of a rotor **802** according to the present invention. As illustrated in FIG. **8A**, the rotor tip geometry comprises a curved leading edge **804**, a curved trailing edge **806**, and an end segment **808**. The curved edges **804**, **806** transition smoothly from a rotor blade body **810**. In some embodiments, the curved leading edge **804** may be parabolic or elliptic, and is configured according to aspects of the above described embodiments so as to maintain attached air flow and reduce flow separation. Further, the curved trailing edge **806** may also be parabolic or elliptic, but may be designed with different parameters

according to aspects of the present invention so as to maintain an appropriate chord variation and to control trailing edge slope at the tip of the rotor **802**. The end segment **808** generally connects the end of the curved leading edge **804** and the end of the curved trailing edge **806**, as illustrated in FIG. **8A**. Generally, the end segment **808** comprises a finite dimension and is angled so as to stabilize tip vorticity and to maintain the trailing vortex position at the tip of the rotor **802**. It will be appreciated that the design parameters for the rotor **802** are substantially the same as for the various embodiments discussed above.

In some embodiments, a blended, or split, winglet may be used to produce superior drag reduction and improvements in other aspects of airplane performance, as will be recognized by those skilled in the art. Further, embodiments of the split winglet, described herein, provide additional performance benefits with essentially no change in the structural support needed beyond that required by the basic blended winglet design. Generally, the embodiments of the split winglet described below involve incorporating an additional surface, or ventral fin, below the wing chord plane. In one embodiment, the ventral fin is integrally configured with the curved winglet. In another embodiment, the ventral fin is an add-on to an existing winglet.

FIGS. **9A-9C** illustrate an exemplary embodiment of a split winglet **900**. FIG. **9A** is a front view of the split winglet **900** comprising a ventral fin **902** and an upper winglet **906**. FIG. **9B** illustrates a bottom view of the split winglet **900** and a lower surface of the ventral fin **902** of FIG. **9A**. FIG. **9C** illustrates a side view of the split winglet **900** and an upper surface of the ventral fin **902**. In the embodiment illustrated in FIGS. **9A-9C**, the split winglet **900** comprises a primary surface attached to the wing **904** at A and further comprises a near-planar outer panel B, a tip configuration C, and a transition section A-B between the wing **904** and the outer panel of the winglet **900**. The ventral fin **902** projects below a chord plane of the wing **904** and comprises a ventral surface D.

In an exemplary embodiment, parameters affecting the geometry of the split winglet **900** may be varied within typical ranges (i.e., size (h_1), cant (ϕ_1), sweep (Λ_1), camber (ϵ), and twist (θ)) without significantly compromising optimization of the ventral surface D or overall performance of the split winglet **900**. The tip configuration, C, and the geometry of each surface may be individually designed so as to provide an elliptical tip loading corresponding to a loading of each surface of the split winglet **900**.

The outer panel B is designed to carry most of the load during operation of the split winglet **900**. In embodiment illustrated in FIG. **9A**, the outer panel B is substantially planar, and projects upward from the tip of the wing **904** at a cant angle ϕ_1 . A leading edge **910** of the outer panel B is swept rearward at an angle Λ_1 . The outer panel B extends to a height h_1 above the plane of the wing **904**. The transition section A-B between the wing **904** and the outer panel B is configured to minimize aerodynamic interference. In an exemplary embodiment, the transition section A-B comprises a near-radial curve having a curvature radius of r . In a further exemplary embodiment, the tip configuration C is optimized to provide an elliptical loading tip loading, as mentioned above.

The ventral surface D is sized and oriented to conform to certain physical constraints and optimized to provide a loading corresponding to maximum benefit with minimal effect on the wing bending moment. As illustrated in FIGS. **9A** and **9C**, the ventral fin **902** projects from the transition

section A-B of the split winglet **900** with a cant angle ϕ_2 and extends below the plane of the wing **904** by a distance h_2 .

During operation of the split winglet **900**, drag is advantageously reduced as compared with a blended winglet comprising the same size primary surface as the primary surface B. In some embodiments, wherein the ventral surface D comprises a height which is about 0.4 the height of the primary surface B (i.e., $h_2=0.4 \times h_1$), drag may be reduced by substantially 2% or more. Other aerodynamic characteristics are similarly enhanced, thereby resulting in higher cruise altitudes, shorter time-to-climb, improved buffet margins, reduced noise, and higher second segment weight limits without any adverse effects on airplane controllability or handling qualities.

As will be recognized by those skilled in the art, any improvement in structural stiffness characteristics of the wing **904** generally produces additional drag benefits corresponding to a reduction in wing aeroelastic twist. Thus, the drag benefit may be increased if the wing **904** has available structural margin or the wing **904** can be structurally modified to allow increased bending moment. As will be appreciated, a tradeoff between wing modification and drag reduction can be favorable for modest increases in bending moment beyond that produced by the winglet alone.

In some embodiments, the ventral fin **902** may be configured to emanate from the plane of the wing **904** at generally the same spanwise wing location as the upper winglet **906**. In other embodiments, the ventral fin **902** may be configured to emanate from other locations along the winglet **900**, including along the transition section A-B or the lower facing surface of the outer panel B. In an exemplary embodiment, the ventral fin **902** may be configured to emanate from a general midpoint of the transition section A-B.

In some embodiments, the upper winglet **906** may continuously transition from the wing **904**. In an exemplary embodiment, illustrated in FIG. 9C, the upper winglet **906** comprises a transition section **914** which smoothly extends from the upper and lower surfaces of the wing **904** along leading and trailing edges of the wing **904**, such that the upper winglet **906** smoothly integrates with the surfaces and edges of the wing **904**. The transition section **914** of the upper winglet **906** continuously and smoothly curves toward the vertical so as to seamlessly transition from a profile of the wing **904** to a generally planar profile of the upper winglet **906**, as illustrated in FIG. 9A. The upper winglet **906** extends in a plane from the transition section **914** at an angle ϕ_1 with respect to vertical and terminates at a winglet tip configuration **916**. As best illustrated in FIG. 9C, the leading edge **910** comprises a generally linear section **912** swept at an angle Λ_1 . As illustrated in FIG. 9C, the leading edge **910** continuously and smoothly transitions from the leading edge of the wing **904**, along the transition section **914**, to the generally linear section **912**. At an upper end of the linear section **912**, the leading edge **910** continues along a curved path into the winglet tip configuration **916**, such that the leading edge **910** curves toward an airstream direction **918**, which generally is parallel to the body of the airplane **102**, as illustrated in FIG. 1. As illustrated in FIGS. 9B-9C, the trailing edge **920** is generally linear and transitions along a curved and upward path, such that the trailing edge **920** continuously transitions from the trailing edge of the wing **904** to the winglet tip configuration **916**. In other embodiments, however, the upper winglet **906** may be swept and tapered to a greater extent than the wing **904**.

As illustrated in FIGS. 9A-9C, the ventral fin **902** generally comprises a planar projection below the upper winglet

906 which extends below the plane of the wing **904** at an angle ϕ_2 with respect to vertical. As best illustrated in FIG. 9C, the ventral fin **902** is generally wing-shaped, such that the ventral fin **902** is swept and tapered. The ventral fin **902** further comprises a leading edge **922** which extends generally linearly from the upper winglet **906**, then extends along a continuous curve toward the airstream direction **918**, and then terminates at a ventral fin tip **928**. In other embodiments, the leading edge **922** may be curved so as to reduce any discontinuity between the surfaces of the wing **904** and the ventral fin **902**. Thus, in some embodiments the leading edge **922** may be positioned closer to the leading edge **910** of the upper winglet **906**, then extend away from the upper winglet **906**, and then terminate at the ventral fin tip **928**.

In the illustrated embodiment of FIGS. 9B-9C, a trailing edge **924** of the ventral fin **902** is generally linear, extending directly from the upper winglet **906** and terminating at the ventral fin tip **928**. In some embodiments, however, the trailing edge **924** may be curved, as discussed above in connection with the leading edge **922**. It will be recognized that configuring the trailing edge **924** as a curve serves to reduce any discontinuity between the trailing edge **920** of the upper winglet **906** and the trailing edge **924** of the ventral fin **902**. Further, the chord length of the ventral fin **902** at an attachment location with the upper winglet **906** may be equal to or less than the chord length of the upper winglet **906** at the attachment location. As illustrated in FIGS. 9B-9C, the chord length of the ventral fin **902** is less than the chord length of the upper winglet **906** at the attachment location. The trailing edge **924** of the ventral fin **902** emanates from a point along the trailing edge **920** of the upper winglet **906**, whereas the leading edge **922** of the ventral fin **902** emanates from a bottom surface of the upper winglet **906**.

In an exemplary embodiment, the split winglet **900** is integrated such that the upper winglet **906** and ventral fin **902** comprise a continuous wing tip structure. The upper winglet **906** therefore comprises an upward projecting surface and the ventral fin **902** comprises a lower projecting surface. In some embodiments, the ventral fin **902** may project from a lower surface of the upper winglet **906** at a near linear profile, as illustrated in FIG. 9A. The intersection of the upper winglet **906** and the ventral fin **902** may be continuous so as to constitute a blended intersection, thereby minimizing aerodynamic interference and producing optimal loading. In other embodiments, the upper winglet **906** and the ventral fin **902** may emanate from the same spanwise location of the wing **904**.

In some embodiments, the ventral fin **902** may comprise a component separate from the upper winglet **906** and be attached to either the wing **904** or the upper winglet **906**. The ventral fin **902** may be bolted or otherwise fastened to the tip of the wing **904**. Further, the ventral fin **902** may comprise a ventral surface D which is generally linear. In some embodiments, the ventral fin **902** may be attached to the upper winglet **906** near a mid-point of the transition section A-B, such that the ventral fin **902** extends below the wing **904**.

FIG. 10 illustrates an exemplary load distribution **1000** for a wing **1004** which includes a split winglet **1006**, in accordance with the geometries and design considerations described above in connection with FIGS. 9A-9C. The split winglet **1006** comprises an upper winglet **1008** and a lower ventral fin **1010**. It will be recognized that the split winglet **1006** is substantially similar to the split winglet **900**, and thus the upper winglet **1008** comprises a primary surface B, and the lower ventral fin **1010** comprises a ventral surface D.

As illustrated in FIG. 10, the load distribution **1000** is optimized with a loading of the primary surface B being directed inboard and a loading of the ventral surface D being directed outboard. It should be recognized that the load distribution **1000** provides a substantially maximum drag benefit for any combination of primary and ventral surface sizing for which the loads do not exceed the structural capability of the wing **1004**. The load of the primary surface B and the load of the ventral surface D are generally elliptical. As indicated in FIG. 10, the loading at the end of the primary surface B and ventral surface D is greatest at the origin of each surface, indicated respectively as I_{1B} and I_{1D} , and approaches zero at the tip of each surface. The load of each surface at the tip of the wing **1004**, indicated as I_1 , is generally equal to the sum of the loading at the origin of the primary surface B and the ventral surface D, (i.e., $I_{1B}+I_{1D}$).

FIGS. 11A-11B illustrate an exemplary embodiment of an integrated split winglet **1100**, according to the present invention. FIG. 11A illustrates an exemplary front view of the winglet **1100**, while FIG. 11B illustrates an exemplary side view. The exemplary integrated split winglet **1100** is conceived as a unit that may be attached directly to the wing tip at location A. However, it will be apparent to those skilled in the art that the integrated split winglet is easily separable into two or more parts, including a first, upper element **1102** which closely resembles a blended winglet and a second, lower element **1103**, the ventral fin, which is attachable to the upper element **1102** at a transition between the wing tip and the winglet upper element **1102** (i.e. transition section BC).

The upper element **1102** generally comprises an adapter section (AB), a transition section (BC), and a blade section (CD). The adapter section AB is configured to fit the split winglet onto an existing wing end, and generally corresponds to the wing surface extending from A. As viewed from above, the adapter section AB generally is trapezoidal. The transition section BC provides a continuous transition surface between the extended wing surface at B and the blade section at C. In the illustrated embodiment of FIG. 11A, the transition section BC has a radius of curvature R. In some embodiments, the curvature of the transition section BC may be variable. The blade section CD is generally planar and is designed to carry most of the load. The different sections of the upper element **1102** are serially connected, such that the upper element **1102** comprises continuous leading edge and trailing edge curves which bound upper and lower surfaces of the upper element **1102** so as to form a solid body having an airfoil cross section.

As mentioned above, in some embodiments the transition section BC may have a variable radius along its length. Thus, the transition section BC may be described in terms of an average radius, R_A , and a minimum radius, R_M , at any point along the transition. The transition section BC of the upper element **1102** may comprise an average radius of curvature, R_A , of the principle spanwise generator and a minimum radius of curvature at any point, R_M , which meets the criteria:

$$\frac{R_A}{h} = K_A \left(\frac{1}{\sqrt{1 + \sin\phi_1}} \right),$$

where, K_A is preferably between 0.25 and 0.7 and more preferably between 0.25 and 0.35. A ratio of the minimum to the average radius, R_M/R_A , is preferably between 0.3 and 1.0 and more preferably between 0.5 and 1.0.

The airfoil geometry of the transition section BC near the leading edge is constrained by the following relationships between leading edge sweep angle, Λ , airfoil nose camber, η , and chordwise extent of nose camber, ξ_T :

$$\frac{\eta}{\eta_0} = \left(1 - \frac{\xi}{\xi_T}\right)^2; 0 < \xi < \xi_T$$

$$\eta_0 = .1\xi_T = .006 \tan^{1/3} \Lambda$$

The lower element **1103** generally comprises a ventral fin, EF. The lower element **1103** has a generally wing-like configuration attached to the upper element **1102**. The lower element **1103** may be attached to the upper element **1102** along the transition section BC at a generally 90° angle which facilitates adjusting the lower element **1103** relative to the local wing vector.

The general geometry of both the upper element **1102** (identified by subscript 1) and the lower element **1103** (identified by subscript 2) are defined by a height from the wing plane (h_1 and h_2); cant angle (ϕ_1 , ϕ_2); incidence angle (i_1 , i_2); sweep angle (Λ_1 , Λ_2); and blade taper (λ_1 , λ_2). It will be appreciated that the geometry determines the aerodynamic loading, which is critical to enhancement of the airplane performance characteristics. Generally, the geometric parameters are selected so as to minimize drag without incurring structural or weight changes which might offset or compromise the drag benefits or adversely affect other characteristics. An optimization process results in the optimum combination of independent geometric parameters while satisfying the constraints that apply to the dependent design parameters selected for a given application. The above identified parameters are mostly independent parameters, although they may be considered dependent for certain applications. Additional dependent parameters may include, a loading split ratio, an allowable wing bending moment, an extent of structural modification, a winglet size, airplane operating limitations, economic and business requirements, and an adaptability. Generally, the design restrictions for optimization of the split blended winglet **1100** will be more complex than the traditional blended winglet technology.

The upper and lower elements **1102**, **1103** are each oriented at a cant angle with respect to the wing normal. The cant angle of the upper element **1102** is generally between zero and fifty degrees (i.e., $0^\circ < \phi_1 < 50^\circ$), while the cant angle of the lower element **1103** is between ninety and one hundred eight degrees (i.e., $90^\circ < \phi_2 < 180^\circ$).

Each of the first and second elements **1102**, **1103** includes a tapered near-planar section. These sections include a taper ratio generally in the range of approximately 0.28 and 0.33 for the first element (i.e., $0.28 < \lambda_1 < 0.33$) and approximately 0.33 and 0.4 for the second element (i.e., $0.33 < \lambda_2 < 0.4$). The split winglet includes a surface area corresponding to a design lift coefficient C_L in the range of approximately 0.6 and 0.7 (i.e., $0.6 < C_L < 0.7$) and a thickness ratio corresponding to the section lift coefficient which meets the following criteria at the design operating condition:

$$\text{Winglet } M_{crit} = \text{Wing } M_{crit} + 0.01$$

The leading edge and curves of both the upper and lower elements **1102**, **1103** each varies monotonically with a leading edge sweep angle (Λ_1 , Λ_2) up to 65°. The leading edge curves and sweep angles are correlated with airfoil section nose camber so as to substantially prevent or reduce formation of leading edge vortices. The elements **1102**, **1103** may be limited in cant angle, curvature, height or surface

area so as to optimize performance over the flight envelope with minimal impact on wing structural requirements which affect weight, cost, or airplane economics.

FIG. 12 illustrates another embodiment of the split winglet design. As illustrated in FIG. 12, a split winglet **1200** comprises a continuous projection of a wing **1202** into an upper section **1204**, extending above the plane of the wing **1202**, and a lower section **1206** extending below the plane of the wing **1202**. Leading edges of the upper and lower sections **1204**, **1206** emanate from a common point along the leading edge of the tip of the wing **1202**. Trailing edges of the upper and lower sections **1204**, **1206** similarly emanate from a common point along the trailing edge of the wing tip. The leading edges of both the upper and lower sections **1204**, **1206** may comprise a generally linear portion with a smooth curved transition from the wing **1202** to the linear portion. The winglet tips of the upper and lower sections **1204**, **1206** may curve toward a free airstream direction **1208**. The trailing edges may generally project linearly to the respective ends of the winglet sections **1204**, **1206**. In some embodiments, the trailing edge of either or both of the upper and lower sections **1204**, **1206** may further comprise a curved portion extending from the common point. It will be appreciated that the curved portions reduce the chord length of the respective sections **1204**, **1206**, such that the upper and lower sections **1204**, **1206** comprise a variable taper and thus may be greater along a portion of the sections **1204**, **1206** than from the wing. In an embodiment, the upper surface of the wing **1202** transitions continuously into an upper surface of the section **1204**, and the lower surface of the wing **1202** transitions continuously into a lower surface of the section **1206**. In another embodiment, the split winglet **1200** further comprises a continuous junction between a lower surface of the section **1204** and an upper surface of the section **1206**.

FIG. 13 illustrates and exemplary embodiment of a split winglet **1300** comprising an upper section **1304** and a lower section **1306**. The split winglet **1300** is substantially similar to the split winglet **1200**, illustrated in FIG. 12, with the exception that the split winglet **1300** comprises a different tip configuration **1302**. In some embodiments, the upper and lower sections **1304**, **1306** may comprise various features, including by way of non-limiting example, leading and trailing edges, winglet surface contours, a transition profile between the winglet and the wing, and winglet tip profiles. As previously disclosed, the leading and trailing edges of the winglet sections **1304**, **1306** may comprise continuous extensions of leading and trailing edges of the wing. Further, the taper of the sections **1304**, **1306** may also be greater than that of the wing and may be variable long its length. In some embodiments, utilizing continuous leading and trailing edge designs, a transition to the greater taper may occur along either the leading edge, the trailing edge, or a combination of both. In other embodiments, the lower section **1306** (i.e., the ventral fin) may comprise the same chordwise span as the upper section **1304** and wing, or may be reduced, such that either the leading edge and/or the trailing edge of the section **1306** extends from a lower surface of either the wing or the upper section **1304**. In some embodiments, the tip configuration **1302** may comprise various formations or curvatures, depending on the application. In the embodiment illustrated in FIG. 13, an additional tip edge **1308** is included between the leading and trailing edges of the sections **1304**, **1306**. In some embodiments, either or both of the leading and trailing edges may be curved toward the free airstream direction **1310**.

FIG. 14 illustrates an exemplary use environment **1400** wherein an airplane **1404** comprises a split winglet **1408** installed onto a wing **1412** of the airplane in accordance with an embodiment of the present invention. The split winglet **1408** comprises an upper winglet **1416** extending from a tip of the wing **1412**, above a chord plane of the wing, and a ventral fin **1420** projecting below the chord plane from a lower surface of the upper winglet **1416**. The split winglet **1408** illustrated in FIG. 14 is substantially similar to the split winglet **900** of FIGS. 9A-9C, with the exception that the split winglet **1408** comprises an upper winglet tip configuration **1424** and a ventral fin tip configuration **1428**, both of which resembling a curved blade which is discussed in more detail with reference to FIGS. 15-16. It should be understood, however, that the tip configurations **1424**, **1428** may comprise various combinations of segments, curvatures, or other geometric formations, depending on the application envisioned, without straying beyond the spirit and scope of the present invention.

FIGS. 15A-15C illustrate an exemplary embodiment of a split winglet **1500** configured for installation onto a wing tip **1504** of an airplane in accordance with the present invention. The split winglet **1500** comprises an upper winglet **1512** extending from the wing tip **1504** above a chord plane of the wing and a ventral fin **1516** projecting below the chord plane from a lower surface **1520** of the upper winglet **1512**. The split winglet **1500** illustrated in FIGS. 15A-15C is substantially similar to the split winglet **900** of FIGS. 9A-9C, with the exception that the split winglet **1500** comprises an upper winglet tip configuration **1524** and a ventral fin tip configuration **1528**, as discussed below.

Similar to the upper winglet **906**, the upper winglet **1512** generally comprises a transition section **1532** which curves upward from the wing tip **1504** into a substantially planar section **1536**. In an embodiment, the transition section **1532** comprises a substantially constant radius of curvature between the wing tip **1504** and the planar section **1536**. In another embodiment, the transition section **1532** comprises two or more radii of curvature disposed along a length of the transition section **1532** between the wing tip **1504** and the planar section **1536**. In other embodiments, the transition section **1532** may comprise a continuously changing radius of curvature along a length of the transition section **1532** between the wing tip **1504** and the planar section **1536**. In still other embodiments, the transition section **1532** may comprise a substantially nonlinear curvature along a length of the transition section **1532** between the wing tip **1504** and the planar section **1536**.

The upper winglet **1512** further comprises an upper surface **1540** and a lower surface **1544** proximally bounded by a leading edge **1548** and distally bounded by a trailing edge **1552**. The upper surface **1540** and the lower surface **1544** of the upper winglet **1512** are respective smooth extensions of upper and lower surfaces of the wing tip **1504**, such that the leading and trailing edges **1548**, **1552** of the upper winglet **1512** are respectively continuous extensions of a leading edge and a trailing edge of the wing **1504**. As illustrated in FIG. 15C, the leading edge **1548** and the trailing edge **1552** comprise substantially linear sections which are swept toward an airstream direction **1556** which is substantially parallel with the root chord of the wing **1504**. The leading and trailing edges **1548**, **1552** converge at the upper winglet tip configuration **1524**.

In the illustrated embodiment, the upper winglet tip configuration **1524** comprises a first curve **1560** of the leading edge **1548** having a first radius and a second curve **1564** of the trailing edge **1552** having a second radius. As

best illustrated in FIG. 15C, the first and second curves 1560, 1564 orient the leading and trailing edges 1548, 1552 toward the airstream direction 1556 so as to converge to substantially a point 1568 distal of the wing tip 1504 of the airplane. It will be recognized that the first and second curves 1560, 1564 give the upper winglet tip configuration 1524 a curved blade shape. In another embodiment, the first and second curves 1560, 1564 may be considerably smaller than as illustrated in FIG. 15C, and coupled with suitable linear segments, thereby configuring the upper winglet tip configuration 1524 into any of a variety of distally oriented protrusions. In some embodiments, the first and second curves 1560, 1564 may each be a compound curve comprising two or more different radii, such that the leading and trailing edges 1548, 1552 converge at the point 1568. In other embodiments, the first and second curves 1560, 1564 may each comprise a continuously changing radius of curvature along each of the curves 1560, 1564, such that the leading and trailing edges 1548, 1552 converge at the point 1568. In still other embodiments, the upper winglet tip configuration 1524 may comprise configurations other than shown and described herein without detracting from the present invention.

Referring again to FIG. 15A, the ventral fin 1516 projects below the chord plane from the lower surface 1544 of the transition section 1532. Similar to the ventral fin 902, the ventral fin 1516 comprises an upper surface 1572 and a lower surface 1576 proximally bounded by a leading edge 1580 and distally bounded by a trailing edge 1584. The leading and trailing edges 1580, 1584 comprise substantially linear sections which are swept toward the airstream direction 1556 and then converge at the ventral fin tip configuration 1528.

The ventral fin tip configuration 1528 is substantially similar to the upper winglet tip configuration 1524, with the exception that the ventral fin tip configuration 1528 is generally smaller in size due to the smaller dimensions of the ventral fin 1516 compared to the upper winglet 1512. Similar to the upper winglet tip configuration 1524, in the illustrated embodiment of the ventral fin tip configuration 1528, the leading edge 1580 and the trailing edge 1584 curve toward the airstream direction 1556 and then terminate at substantially a point 1558 distal of the wing tip 1504 of the airplane. It should be understood that in other embodiments, the ventral fin tip configuration 1528 may comprise a wide variety of configurations other than shown and described herein without detracting from the present invention.

In the embodiment illustrated in FIGS. 15C-15C, the leading edge 1580 of the ventral fin 1516 merges into the lower surface 1544 of the upper winglet 1512 distal of the leading edge 1548 of the upper winglet 1512, and the trailing edge 1584 merges into the trailing edge 1552 of the upper winglet 1512. In some embodiments, the leading edge 1548 of the upper winglet 1512 and the leading edge 1580 of the ventral fin 1516 merge together at the transition section 1532, such that the leading edges 1548, 1580 are continuous extensions of the leading edge of the wing 1504. In some embodiments, the trailing edge 1552 of the upper winglet 1512 and the trailing edge 1584 of the ventral fin 1516 merge together at the transition section 1532, such that the trailing edges 1552, 1584 are continuous extensions of the trailing edge of the wing 1504. It will be recognized that the ventral fin 1516 may be coupled to the upper winglet 1512 in a variety of diverse configurations, and thereby placing the edges of the upper winglet 1512, the ventral fin 1516, and the wing 1504 into various relationships, without deviating from the spirit and the scope of the present invention.

FIGS. 16A-16B illustrate an exemplary embodiment of a winglet retrofitting, whereby the upper winglet 906 illustrated in FIGS. 9A-9C is modified so as to resemble the upper winglet 1512 illustrated in FIGS. 15A-15C. FIG. 16A is an enlarged section view of the upper winglet 906 illustrating the winglet tip configuration 916, as shown in FIG. 9C. The winglet tip configuration 916 comprises a winglet tip cap 1604 fixedly attached to the upper winglet 906 by way of a multiplicity of fasteners 1608. FIG. 16B is an enlarged section view of the upper winglet 906 after having been retrofitted with a curved blade cap 1616, thereby producing a curved blade tip configuration 1612 which resembles the upper winglet tip configuration 1524 illustrated in FIG. 15C. It will be appreciated that the curved blade cap 1616 is suitably configured for installation onto the upper winglet 906 in place of the winglet tip cap 1604. Generally, the fasteners 1608 and the winglet tip cap 1604 are removed from the upper winglet 906, and the curved blade cap 1616 is then installed onto the upper winglet 906 and secured by way of the original fasteners 1608, thereby implementing the split winglet 900 with an upper winglet which is substantially similar to the upper winglet 1512 illustrated in FIGS. 15A-15C.

The curved blade cap 1616 comprises a first curve 1620 and a second curve 1624, both of which terminating at a distal segment 1628. As discussed with reference to FIGS. 15A-15C, the first and second curves 1620, 1624 may each be a compound curve comprising two or more different radii, such that the leading and trailing edges of the curved blade cap 1616 converge at the distal segment 1628. In other embodiments, however, the first and second curves 1620, 1624 may each comprise a continuously changing radius of curvature, such that the leading and trailing edges of the curved blade cap 1620, 1624 converge at the distal segment 1628. In other embodiments, the curved blade cap 1616 may comprise a distal point, as illustrated in FIG. 15C, in lieu of the distal segment 1628. In still other embodiments, the curved blade cap 1616 may comprise configurations other than shown and described herein without detracting from the present invention. Moreover, it should be understood that the winglet retrofitting illustrated in FIGS. 16A-16B is not limited solely to the upper winglet 906, but rather a substantially similar retrofit to the ventral fin 902 may be preformed, such that the ventral fin 902 resembles the ventral fin 1516 illustrated in FIGS. 15A-15C.

While the invention has been described in terms of particular variations and illustrative figures, those of ordinary skill in the art will recognize that the invention is not limited to the variations or figures described. In addition, where methods and steps described above indicate certain events occurring in certain order, those of ordinary skill in the art will recognize that the ordering of certain steps may be modified and that such modifications are in accordance with the variations of the invention. Additionally, certain of the steps may be performed concurrently in a parallel process when possible, as well as performed sequentially as described above. To the extent there are variations of the invention, which are within the spirit of the disclosure or equivalent to the inventions found in the claims, it is the intent that this patent will cover those variations as well. Variations contemplated within the scope of the invention include embodiments incorporating one or more features of the various features described herein in any combination without limitation. In addition, embodiments and features described herein may be used in other types of applications not specifically discussed, such as by way of non-limiting example: water craft, other aircraft, or applications generally

intended to move gas or liquid. For example, water craft including propellers, helicopters, and propeller airplanes are all understood to benefit from one or more embodiments described herein. Alternatively, fans, including ventilation systems, are also understood to benefit from one or more 5 embodiments described herein. Therefore, the present invention is to be understood as not limited by the specific embodiments described herein, but only by scope of the appended claims.

What is claimed is:

1. A retrofitting for a winglet attached to a wing tip of a wing, the winglet including a winglet leading edge and a winglet trailing edge, comprising:

a curved blade cap designed for attachment to the winglet, 15 the curved blade cap comprising:

a blade cap leading edge having a first curve with a first radius, the blade cap leading edge designed for alignment with the winglet leading edge;

a blade cap trailing edge having a second curve with a 20 second radius, the blade cap trailing edge designed for alignment with the winglet trailing edge; and

a distal segment oblique to the first curve and the 25 second curve, wherein the first curve terminates at a first end of the distal segment and the second curve terminates at a second end of the distal segment opposite the first end.

2. The retrofitting according to claim 1, wherein the winglet extends from the wing tip above a chord plane of the wing, the winglet comprising an upper surface and a lower surface bounded by the winglet leading edge and the winglet 30 trailing edge swept toward an airstream direction substantially parallel with a root chord.

3. The retrofitting according to claim 1, wherein at least one of the first curve and the second curve is a compound 35 curve comprising at least a first curve portion having a first radius and a second curve portion having a second radius.

4. The retrofitting according to claim 1, wherein at least one of the first curve and the second curve comprises a 40 radius of curvature that continuously changes as a function of a length of the respective curve.

5. The retrofitting according to claim 4, wherein both the first curve and the second curve comprise a radius of 45 curvature that continuously changes as a function of the length of the first curve and the second curve.

6. The retrofitting according to claim 1, wherein the winglet includes a tip cap, and wherein the curved blade cap is designed to replace the tip cap.

7. The retrofitting according to claim 6, wherein the curved blade cap includes a first plurality of openings 50 positioned to align with a second plurality of openings in the winglet, and wherein the first and second plurality of openings are configured to receive a plurality of fasteners to attach the curved blade cap to the winglet.

8. A retrofitting, comprising:

a curved blade cap providing at least one of a winglet tip 55 configuration and a ventral fin tip configuration,

the winglet tip configuration included on an upper winglet extending from a wing tip above a chord plane of a wing, the upper winglet comprising an upper surface 60 and a lower surface bounded by a leading edge and a trailing edge swept toward an airstream direction and converging at the winglet tip configuration,

the ventral fin tip configuration included on a ventral fin projecting below the chord plane from the upper winglet, the ventral fin comprising an upper surface and a lower surface bounded by a leading edge and a trailing edge swept toward the airstream direction and converging at the ventral fin tip configuration.

9. The retrofitting according to claim 8, wherein the curved blade cap is provided as both the winglet tip configuration and the ventral fin tip configuration.

10. The retrofitting according to claim 8, wherein the 10 curved blade cap comprises:

a leading edge having a first curve with a first radius;

a trailing edge having a second curve with a second 15 radius; and

a distal segment oblique to the first curve and the second curve, wherein the first curve terminates at a first end of the distal segment and the second curve terminates at a second end of the distal segment opposite the first 20 end.

11. The retrofitting according to claim 8, wherein the upper winglet further comprises a transition section which curves upward from the wing tip into a substantially planar section, wherein the upper surface and the lower surface of the upper winglet respectively are continuous extensions of an upper surface and a lower surface of the wing tip, and 25 wherein the leading edge and the trailing edge of the upper winglet respectively are continuous extensions of a leading edge and a trailing edge of the wing.

12. The retrofitting according to claim 11, wherein the transition section comprises a substantially constant radius 30 of curvature between the wing tip and the substantially planar section.

13. The retrofitting according to claim 11, wherein the transition section comprises at least a first portion having a first radius and a second portion having a second radius 35 disposed along a length of the transition section between the wing tip and the substantially planar section.

14. The retrofitting according to claim 11, wherein the transition section comprises a curvature that continuously 40 changes as a function of a length of the transition section between the wing tip and the substantially planar section.

15. The retrofitting according to claim 11, wherein the ventral fin projects from a lower surface of the transition section and extends below the chord plane.

16. The retrofitting according to claim 11, wherein the 45 ventral fin merges into the lower surface of the upper winglet distal of the leading edge of the upper winglet.

17. The retrofitting according to claim 16, wherein the trailing edge of the ventral fin merges into the trailing edge of the upper winglet.

18. The retrofitting according to claim 11, wherein the 50 leading edge of the upper winglet and the leading edge of the ventral fin merge together at the transition section, wherein the leading edge of the upper winglet and the leading edge of the ventral fin are continuous extensions of the leading edge of the wing.

19. The retrofitting according to claim 11, wherein the trailing edge of the upper winglet and the trailing edge of the ventral fin merge together at the transition section, wherein the trailing edge of the upper winglet and the trailing edge 60 of the ventral fin are continuous extensions of the trailing edge of the wing.